

SHIP BUILDERS IN ORDER OF APPEARANCE - IN PACIFIC

COAST SAILERS OF WWI by JOHN LYMAN

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1986
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Erismann -Seattle & other locations

Cameron - Genoa - Victoria B.C.

Cholberg - Victoria B.C.

McAteer, Seattle

National, Seattle

Elliott Bay, Seattle

P.S.B. & D., Seattle

J.H. Price, St. Helens

Martinolich, Dockton (near Tacoma)

Faundation, Tacoma

Seaborn, Tacoma

Babare, Tacoma

Olympia, Olympia

Matthews, Hoquiam

Aberdeen, Aberdeen

Chilman, Hoquiam

Grays Harbor, Aberdeen

McEachern, Astoria

Sommarstrom, Columbia City?

St. Helens, St. Helens

Columbia, Portland

Peninsula, Portland

Fqundation, Portland

Standifer - Clarkoon, Portland

Kruse & Banks, North Bend

Rolph, Rolph

Hamond, Samoa (near Eureka)

Hanlon, Oakland

Pacific Coast-Built Sailers of World War I.

1916-1920

By JOHN LYMAN

Maritime Research Society of San Diego

INTRODUCTION

One of the outstanding marine phenomena of World War I was the construction on the West Coast of a fleet of wooden sailing vessels and low-powered auxiliaries. Between 1905 and 1915 only a couple of South Sea trading schooners and a few other miscellaneous sailing vessels had been built on this Coast, but under the stimulus of the War schooners and barkentines were turned out in shipyards from Vancouver and Victoria to Los Angeles. Many, if not most, were hastily-built affairs with bald-headed rigs and worthless auxiliary engines, but there were also some well-designed vessels, properly constructed of seasoned timber, to carry on the wooden shipbuilding tradition.

The story of this fleet has not yet been told. Few of the wooden vessels turned out between 1916 and 1920 were able to survive as factors in ocean trade after 1922, and in their brief and hectic existence they did not make much impression on marine historians. The accounts which will be printed in *The Marine Digest* in the following weeks contain all that I have been able to unearth concerning their careers at sea, and in too many cases not much more than the schooner's name, tonnage, builder and first owner has been available. As in the previous lists, further details by anyone remembering these vessels will be welcomed.

The shipbuilding boom on the Pacific Coast began in a small way early in 1916. The lumber producers of the Coast found all the foreign tramp steamers and subsidized French sailing vessels withdrawn

from the lumber trade to Australia and the Orient to more profitable work nearer the War zone; while the new Panama Canal provided a means of tapping the East Coast market. Late in 1915 the late Martin C. Erismann of Seattle drew up plans for a bald-headed five-masted schooner, powered with oil engines, and prepared figures showing that with vessels of this type, lumber could be laid down in New York at a total cost of \$6.81 per thousand feet.

Erismann's plans and calculations were widely circulated along the Coast, and although he was unable to find backers for his design, three similar vessels were under construction by the middle of the year, the *City of Portland* at St. Helens, Ore.; the *Columbia River* at Grays Harbor; and the *Else* at Tacoma. At the same time the *Flagstaff*, originally intended for a five-masted karkentine, was laid down at Oakland.

At this same time the shipowners of neutral Scandinavia, particularly Norway, were beginning to earn immense profits. The Norwegian government about this time introduced a tax of 46 per cent on net earnings and simultaneously prohibited granting Norwegian registry to any but new vessels. The natural result was a frantic scramble by Norwegian shipowners to place orders in any shipyards not already engaged in War construction. Through the firm of A. O. Anderson & Co. in New York they tied up the output of all the steel shipyards in the United States for the next two years, and then took notice of the expanding

wooden shipbuilding industry of the Pacific Coast. They snapped up the *Else* and the *Flagstaff* and placed orders for duplicates. New yards were founded and old ones rehabilitated on the strength of Norwegian orders placed through Anderson & Co., and in one or two instances Norwegian working capital was secured.

Along with this activity, the shipowners of the United States began to realize that they had a full-fledged boom on their hands. Charters for two years could be obtained for a vessel six months before she was completed, and there was a rush by Gulf and Atlantic Coast owners to West Coast shipyards. Canada also felt the pinch, and four yards in British Columbia began turning out auxiliary schooners for Great Lakes and later French interests.

In February, 1917, before many of the vessels building for Norwegian owners had been completed, the United States Shipping Board was given jurisdiction over transfers of American vessels to foreign registry. As a result, the Norwegian owners were not able to place their vessels under Norwegian registry, but had to set up American corporations to operate them. Not until 1919 or 1920 were they able in most cases to obtain permission to make the transfers.

After the United States entered the War, in April, 1917, our Allies were permitted to build ships in American shipyards, and the French Government ordered several diesel auxiliary schooners and 40 steam auxiliary five-masted schooners in Oregon and Washington shipyards. These were all delivered by December, 1918.

On August 3, 1917, the Shipping Board requisitioned all steel ships under construction in the United States, and in granting priorities for private construction thereafter restricted the use of steam propelling machinery. This left wooden sailing vessels, with or without auxiliary oil engines, practically the only possibility for new construction for private ownership, as full-powered motorships were considered not quite yet out of the

experimental stage.

The Emergency Fleet Corporation also made use of the wooden shipbuilding facilities of the nation, contracting for some 700 wooden steamers of 3500 to 4000 deadweight tons. Most were of standard types, of which the *Ferris* and *Hough* designs were the most numerous; but several yards built to their own plans. These vessels were not part of the long-range program for reviving the American merchant marine that Congress had in mind when it set up the Shipping Board in 1916, but were built for the War emergency, and at the Armistice in November, 1918, most of the contracts not yet completed were cancelled. Some of the hulls were converted to barges, but on the Pacific Coast several were rigged as six-masted schooners or five-masted barkentines and had careers as sailing vessels.

During 1919 the War sailing ship boom largely played itself out. The sailers completed during that year had been contracted for a year or even two years previously, and no new orders were forthcoming. In 1920 the yards were idle, except for the conversion of a few wood steamer hulls, a work-relief project in British Columbia, and the construction of the schooner *Vigilant* at Hoquiam; and the launching of the schooner *Undaunted* at Portland in 1921 saw the end of the era. Few wooden shipyards were able to survive the ensuing depression, and the yards which sprang up like mushrooms in 1917 and 1918 disappeared just as rapidly in 1922.

HALIBUT RECEIPTS

HEAVY FOR WEEK

Approximately 1,000,000 pounds of halibut was received in Seattle the week ending last Saturday. The medium grade brought prices ranging from 14¼ to 15½ cents a pound and other grades 13 to 14¼ cents, an increase of approximately 4 cents a pound over prices paid a year ago.

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Pacific Coast-Built Sailors of World War I.

1916-1920

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from last week)

The accounts of vessels which follow have been grouped together by shipyards, and the shipyards in turn are arranged geographically from north to south along the Coast. It is felt that this arrangement is more logical than either alphabetical or chronological listing, in view of the large number of vessels of this series that carried more than one name and the fact that the shipbuilding was concentrated over so few years. Also, most yards turned out a number of sister ships with the same characteristics and general dimensions, and this arrangement eliminates a great deal of duplication in descriptions.

Such historical material as has been available concerning the shipyards is also included in the following accounts, but in most cases it is very limited, and it is hoped that these brief outlines will be the means of bringing to light additional information from interested persons. The first installment of the list, to be published in The Marine Digest *next week*, will deal with the shipyards of Vancouver, British Columbia, and the sailing vessels they built during World War I.

WALLACE SHIPYARDS

The Wallace Shipyards Limited, North Vancouver, B. C., was founded by Alfred Wallace, a native of Devon, who had established himself in Vancouver several years before World War I in ship-repairing and small construction work. In 1913 he built a small two-masted schooner for the Government of Canada.

Naden, 100 tons, had dimensions 80x20x8.7 feet. She was completed in October, 1913, and Capt. R. L. Musgrave was appointed to command her. The schooner drops out of Lloyd's Register in a few years, and there is no information as to her fate or career.

In 1916 Wallace received an order from Eastern Canada interests for six auxiliary 5-masted schooners. Later the same year he started a second yard, building steel steamers for the British and Canadian governments. The Wallace yards were taken over after the war by the Burrard Drydock Co. of North Vancouver.

The five-masted schooners built by Wallace were bald-headers of 1500 M lumber capacity and dimensions 240 x 44 x 19 feet, fitted with Bolinder oil engines driving twin screws. They were designed

by J. H. Price and cost upwards of \$150,000 apiece. The Canadian West Coast Navigation Co., the corporation for which they were all built, was an organization largely of Great Lakes capitalists, and the vessels were named for ladies of their families in the old tradition. H. W. Brown of Vancouver was the West Coast manager of the company.

Mabel Brown, 1474 tons, was launched January 20, 1917, and was the first vessel produced in British Columbia as a result of the boom of World War I. After trading to Australia a couple of years under Capt. W. J. Boyd, she was sold to Norwegian owners, and had dropped from the register by 1925.

Margaret Haney, 1474 tons, was launched February 4, 1917, and was commanded by Capt. A. Boyd. She had a shorter life than most of her sisters, not being listed in 1921.

Geraldine Wolvin, 1472 tons, was launched March 6, 1917. Her first master was Captain P. J. R. Mathieson, late of the bark Antiope. The Wolvin was sold about 1922 to an Egyptian of Alexandria, where she was owned in 1925.

Jessie Norcross, 1481 tons, was launched April 25, 1917. In February, 1918, she arrived at Vancouver with sugar from Fiji, Capt. Macintyre reporting terrific squalls which laid the schooner on her beam ends so that sails had to be cut away to right her. She was later also sold to Alexandria.

Janet Carruthers, 1466 tons, was launched June 28, 1917. Her maiden voyage was from Vancouver with lumber to Adelaide. A couple of weeks after sailing she put into Honolulu with several cracked cylinders and a broken shaft. Here the propellers were disconnected and the schooner continued her voyage under sail alone. She next turned up at Apia, Samoa, in a disabled condition; and eventually arrived at Adelaide in such bad shape that \$10,000 salvage was awarded to the vessel that towed her in. On January 20, 1919, she left Puget Sound for Astoria to load for Shanghai, and two days later got ashore 4 miles north of Grays Harbor, Wash., her master having mistaken one lighthouse for another. The wreck was sold to J. H. Price in March for \$11,000, but an attempt to float her by dumping oil was stopped by the Washington Fisheries Commission on the grounds of damage to the

clam beds, and the schooner became a total loss.

Mabel Stewart, 1472 tons, was launched in August, 1917, to be commanded by Capt. H. C. Robinson. She was later sold to Greek owners and renamed Calimeris; but was not afloat in 1925.

Marie Barnard, 1476 tons, was launched on September 29, 1917. Her master was Capt. J. C. Stewart. After three years under the Canadian flag she was also sold to Greek owners, who renamed her Agapi, and as such she was owned in Piraeus in 1925.

LYALL SHIPYARD

The William Lyall Shipbuilding Co. of North Vancouver, B. C., was established by Peter Lyall and his son, contractors of Montreal, who in the early summer of 1917 bought part of the Wallace Shipyard. There they built six twin-screw auxiliary 5-masted schooners for their own account, as well as six standard 2800-ton wooden steamers for the British Government. The Lyall schooners were similar in dimensions and tonnage to those previously built by Wallace, but they carried topmasts, and instead of Bolinder engines, three had Atlases from Oakland and the rest Sheffields from Michigan. They were all launched in the last four months of 1918.

Cap Palos, 1468 tons, with Sheffield engines, found herself in October, 1919, being towed from Grimsby to Whitby on the English Coast, having just arrived from Vancouver. She broke loose from the tow and got ashore in Robin Hood's Bay, but was floated and taken to Whitby. Towing from Whitby to Blyth she once more broke away in a gale; the crew was rescued by the Whitby lifeboat, and the schooner was last seen sinking off Flamborough Head.

Cap Vincent, 1471 tons, with Sheffield engines, had a short life, as she is not listed in Lloyd's Register for 1919.

Cap Nord, 1468 tons, was sold when new by Lyall to French owners of Paris, along with Cap Palos, Cap Horn, and Cap Finisterre. She had Atlas engines. In 1925 she was owned in Denmark and was subsequently bought by Polish owners who renamed her Elemka and used her at Gdynia. In October, 1938, she was sold to an American citizen who renamed her Andromeda and planned to sail the schooner across the Atlantic; but he resold her shortly to German owners, and when last heard of, the vessel was serving as a schoolship.

Cap Vert, 1472 tons, with Atlas engines, was operated for a year or so by her builders, and got as far as Grangemouth, Scotland. There, after a year's lay-up she was sold in the early '20's to Italian owners who renamed her first Maria Brizzolari and later Isa.

Cap Horn, 1469 tons, with Atlas engines, was sold to French own-

ers, and is not listed in 1925.

Cap Finisterre, 1471 tons, with Sheffield engines, was also sold to French owners and likewise was not afloat in 1925.

(Continued next week)

C. G. Offering Big Opening to Qualified Men

A wonderful opportunity for men qualified to receive petty officer ratings as radio men, radio technicians and pharmacist's mates, is now offered by the United States Coast Guard, it was learned this week from Lieut. Comdr. Ben C. Wilcox, recruiting officer for this district, with headquarters in suite 31, Federal Office Building. The recruiting quota of the district has been doubled and the service also has increased openings for petty officer ratings in other lines, including gunner's mates, commissary stewards, cooks, mess attendants, carpenter's mates, machinist's mates and yeomen.

The Coast Guard is making a highly encouraging record in recruiting in the district under Lieut. Comdr. Wilcox' jurisdiction. More than 1,200 young men of fine caliber and character have been sworn in as enlisted or re-enlisted men at the Seattle offices since January 1. The office draws recruits from places as far away as Omaha and Salt Lake City as well as from all the Pacific Northwest communities.

A new training station for the recruits has been established by the Coast Guard at Alameda, California, equipped to handle 900 men, hence the doubling of the Seattle office's quota. The office is now supplying men for the new station as well as for the station at Port Townsend. In addition to men for the training station, the office is enlisting others for duty with the Captain of The Port detail that safeguards the Northwest waterfronts. It is also recruiting men for duty in the Temporary Reserve of the Coast Guard, the Temporary Reserve consisting of the fleet of small vessels and yachts loaned to the Coast Guard "for the duration." This fleet patrols the Northwest waters. Enlistment requirements are: Age, 17 to 35, inclusive; birth certificate or equivalent proof of citizenship. Men who have served in the Navy or the Coast Guard may enlist up to their 45th birthday anniversary. Branch offices for the Coast Guard recruiting organization are maintained at 246 Post Office Building, Spokane; 301 Pioneer Post Office Building, Portland, Oregon, and in the Post Office buildings at Tacoma and Bellingham.

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Pacific Coast-Built Sailors of World War I.

1916-1920

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from Last Week)

CAMERON-GENOA YARD

The Cameron-Genoa Mills Shipbuilders, Ltd., of Victoria, B. C., was established in 1916 by the Cameron Bros. as a subsidiary to their Cameron Lumber Co., and late that year received an order from the Canadian West Coast Navigation Co. for six schooners of 1500 M lumber capacity, with Bolinder engines, similar to the six built for the same firm by the Wallace shipyard of Vancouver. J. H. Price, the designer of the vessels, was made president of the yard in December, 1916. Following completion of the schooner contract, Cameron-Genoa built a series of standard wood steamers for the British Government.

The first two schooners launched by this yard had dimensions 240 x 44 x 19 feet, but these were increased to 246 x 44 x 21 in the later ones. All were built to class A1 at Lloyd's for 12 years.

Laurel Whalen, 1372 tons, was launched in March, 1917, and was taken from the stocks by Capt. H. Docherty. She was still under British Columbia ownership in 1921, but drops from registry a few years later.

Esquimalt, 1373 tons, was sold before completion to the French Government. She was launched June 13, 1917.

Malahat, 1550 tons, was launched in August, 1917. She was put into service without engines under Capt. T. F. Morrison. In the summer of 1918 she left British Columbia for Iquique with 1539 M feet of lumber, and then voyaged to Honolulu, San Francisco, Kobe, Yokohama, and Astoria. Later on she was commanded by Capt. Neilson, who had been captured in the bark British Yeoman by Von Luckner. The Malahat later had engines installed, and was a noted rum-runner along the coast, clearing from British Columbia with cargoes of whiskey ostensibly destined for Ensenada, but which seldom got past Cortes Bank. When last heard of, she was laid up at Vancouver in 1935, but possibly is now back in service.

Jean Steadman, 1577 tons, was launched September 22, 1917. Her first captain was T. A. de Carteret. The schooner was owned in Egypt in 1925.

Stasia, 1566 tons, was launched in November, 1917, and was sold new to owners in Marseilles, France, who appointed Capt. A. W. Svensen as master. She was still owned in Marseilles in 1921, drop-

ping from registry shortly thereafter.

Beatrice Castle, 1566 tons, was launched late in November, 1917, and was also sold to French interests. She was out of registry by 1921.

CHOLBERG SHIPYARD

Chris Cholberg operated a yard at Victoria, B. C., during and after the War. Here, during 1919, he launched three well-built four-masted schooners. Topmast vessels of dimensions 200 x 40 x 16.5 feet, they were built with salted timbers, having a single deck and two tiers of beams. The three were built for owners in Porsgrund, Norway, and went out to the Atlantic as soon as they were completed.

Gunn, 981 tons, was owned in 1925 in Sarpsborg, Norway, but later passed to Finnish owners. In 1930 she was engaged in the timber trade from the Baltic to London. She subsequently seems to have been owned in Estonia and apparently was broken up there in voyage across the Atlantic from about 1933. In 1922 she made a Antwerp to Nova Scotia and return to England, taking 65 days on the passage each way.

Vancouver, 988 tons, returned from the Atlantic early in 1921 on a voyage from Buenos Aires to Puget Sound via the Panama Canal. She then made a voyage to Callao and back to Seattle, followed by another voyage to Callao, returning with nitrate from Tal Tal to Honolulu. She was then employed in the lumber trade from British Columbia to Hawaii. In June, 1923, her cargo was partly damaged by fire at Honolulu; but the Vancouver was untouched. On February 4, 1924, she left British Columbia for Hawaii with 1223 M feet of lumber and was unreported for six weeks. The U.S.S. Whippoorwill left Honolulu on March 24 to look for her, but the schooner turned up at that port the same day. The return passage was made in the considerably better time of 17 days, and the Vancouver was then laid up. In February, 1926, she was bought from her Norwegian owners by Capt. E. R. Sterling of Seattle and transferred to British registry as the Margaret F. Sterling. Under Capt. R. Petterson she voyaged to Australia and New Zealand, to Honolulu, and to Fiji, and on her return from Suva in January, 1927, the schooner was again laid up in Puget Sound. In June, 1928, she was sold by the U. S. Marshal for \$4300. In 1937 she

was acquired by the Pan American Airways to serve as station ship at Kingman Atoll, 1100 miles southeast of Honolulu, with the idea of also employing her as a training ship in navigation and meteorology for the pilots of the line. For this work she was reconditioned, fitted with a diesel engine, and renamed Trade Wind. Arriving at Honolulu from Seattle, she got into some difficulties as being a foreign-built ship not entitled to run between United States ports. This was straightened out, and she was operated with supplies between Hawaii and the Pan American bases in Wake and Midway until November, 1939, when she was laid up at Honolulu. In July, 1940, application was made to the Maritime Commission for permission to transfer her to Panamanian registry, and this was done in April, 1941.

Washington, 976 tons, was also built in 1919, and like her two sisters was classed 12 years A-1 at Lloyd's. She arrived at London in March, 1920, on her maiden voyage from Grays Harbor via Panama, and shortly afterwards was sold to Swedish owners who renamed her Cyntia. In 1923 she was bought by a firm in Mariehamn, Finland, for some \$66,000 and renamed Valborg; but she proved to be an unlucky ship for them, as she got ashore on the Jutland Coast and cost them another \$66,000 in repairs. In 1927 she was sold at auction for about \$57,000, and six years later was bought by the leading Finnish shipowner, Capt. Gustaf Erikson, for \$50,000. The Valborg was fitted with an auxiliary engine at Erikson's shipyard at Nystad, and was still owned by him in the Baltic lumber trade at the outbreak of War in 1939. It is interesting to note that of all the sailing vessels built on this Coast during World War I, this schooner probably maintained her value and earning power better than any other. This of course was partly due to the fact that her tonnage was well suited to the requirements of the Baltic timber trade; but the high quality of Cholberg's workmanship was undoubtedly also a factor in this.

The Cholberg yard was idle after the War until 1920, when, in order to relieve unemployment among former members of the Canadian Army returned from overseas, a project was initiated to build four barkentines of 1500 M foot capacity for the lumber trade. Each was to be owned by a single-ship corporation, in which the ship-carpenters and material suppliers held shares according to their contributions in labor and materials. Government financing up to 75 per cent of the construction cost was to be forthcoming and 60 per cent of the laborers were to be ex-service men. The plans called for four-masted barkentines of 2400 tons deadweight and dimensions 240 x

45 x 20 feet, with a single deck, two tiers of beams, and steel knees. They were laid down at the Cholberg yard in the middle of 1920; and although construction was carried well along on the second, which was to have been named Sir Henry Drayton, she was never launched. The other two never reached the stage of having names announced for them.

S. F. Tolmie, 1612 tons, was launched in December, 1920, and put to sea with a cargo of lumber from Vancouver for Kobe in November, 1921. Five days after sailing she carried away her steering gear, 3 miles east of Neah Bay, and had to be towed back to Victoria. The voyage was finally completed in 73 days, with the return passage taking only 33 days. She then went to Australia in 72 days, returning from Newcastle with 2210 tons of coal for San Francisco. She arrived in Honolulu in January, 1923, with her foremast carried away; spent seven weeks repairing, and eventually arrived at San Francisco. Following this she made a voyage to Sydney and another to Fiji with British Columbia lumber, and in April, 1925, was laid up at New Westminster, B. C. In April, 1928, she was sold to Nelson Bros. of Seattle for conversion to a floating herring saltery at a cost of \$20,000.

(Continued Next Week)

Sunday to Be U. S. Flag Day

(By Northwest Naval Recruiter)

Next Sunday, June 14, is Flag Day. The Navy attitude of respect and regard for our flag can most properly be gained from the following quotations which we offer as timely and worth your thought gleaned from the Ages of American life.

"A thoughtful mind when it sees a nation's flag, sees not the flag only, but the nation itself, and whatever may be its symbol, its insignia, he reads chiefly in the flag, the governments, the principles, the truths, the history which belongs to the nation."

"Life on a Man-of-War is well calculated to inspire love for our national flag . . . the ceremony with which the colors are hoisted in the morning and lowered at night when the sunset gun is fired . . . the salutes in its honor at home and abroad, the never ceasing water for its appearance at sea and in foreign ports, the constant reference to it in nautical conversation, the carrying it in all small boats are only a few of the ways in which it deepens its hold upon heart and memory."

" . . . and yet though silent, speaks to us . . . speaks to us of the past, of the men and women who went before us and of the record they wrote upon it."

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(Continued from last week)

McATEER YARD

The McAteer Shipbuilding Company of Seattle was founded in 1914 by John McAteer, a native of Ireland, who arrived in Puget Sound in 1888 as ship carpenter on a large British sailing vessel, berthing in Tacoma to load wheat. Coming ashore, McAteer joined the organization of the historic Hall Brothers yard at Port Blakely. He was with them for years, and also with the Puget Sound Navy Yard. He then spent two years at St. Michael, Alaska, building Yukon River sternwheelers and dredges. Those were the gold rush days. In 1901 he returned to Seattle and joined the Moran yard, founded and headed by Robert Moran, pioneer steel shipyard man of the Northwest. In 1911 McAteer went to Port Blakely and built the pontoons for the Moran yard's steel drydock. He also built at Port Blakely a fleet of coal barges for the Frank Waterhouse interests of Seattle, and another fleet of barges for the U. S. War Department. Returning to Seattle in 1914, he organized his own shipbuilding company, and while directing its operations, again went to Port Blakely and built the 13,000-ton wooden floating drydock, "Big Bill," for the Todd yard, successor of the Moran yard, delivering the dock in 1917. McAteer then obtained contracts from Cornelius Bull and M. Issaksen of Oslo, Norway, for two four-masted schooners, equipped with 8-cylinder Skandia diesel engines, the vessels being 230 by 45 by 18 feet. He built them at his yard in the Duwamish Waterway, Seattle. McAteer died in 1921. The two schooners built for the Norwegians were:

Mount Hamilton, 1537 tons, was built in 1918, and went out to the Atlantic. In 1920 she was sold to O. Kvillhaug of Haugesund, Norway, and in 1921 to the Solvang Steamship Corporation of the same port. She was sold, probably to German owners, in 1924.

Mount Whitney, 1538 tons, was completed in 1919. She underwent the same changes of ownership as the Hamilton, and in 1924 was sold to Germany and renamed Margaretha Sager. A year later she was acquired by Flensburg owners and renamed Paul. In 1925 she crossed from Cadiz to St. John, Newfoundland; then loaded at Halifax for Dublin. When 30 days out on the return trip and not far from her destination, she got ashore in Carmarthen Bay, where

her wreck remained for several years.

NATIONAL YARD

F. C. Norbeck and O. D. Treiber of Seattle incorporated the National Shipbuilding Co. late in 1917. Their first output was the little motorship Apex from Wakefield & Co., Seattle, for the Alaska fishery trade. Later the Wakefield company amalgamated with the Wilson Fisheries Company which used the Apex until 1928, when she was bought by the Amtorg Trading Company of Russia, the transaction being handled through Capt. E. A. Swift, pioneer Puget Sound shipping man. In 1918 the National Shipbuilding Company built two baldheaded five-masted schooners for a New York company named the Minnehaha Motorship Corporation. Designed by Treiber, the schooners had a single deck with two tiers of beams, and their dimensions were: 258 x 48.6 x 24.2 feet. The schooners:

Bright, 2176 tons, was launched July 26, 1918. She traded in the Pacific for a year; then in December, 1919, left Seattle for Buenos Aires with 1910 M feet of lumber, and completed the voyage via San Francisco and the Canal in 140 days. In 1920 she was transferred to the Bright Navigation Co., New York, and in 1925 to Bath, Maine, owners. In 1926 she lost her bowsprit in a collision, and was then laid up at Portland, Maine, where she was converted to a coal barge early in 1936, to trade between Norfolk and Boston or Portland, Maine. While so engaged she was sunk in collision with the steamer Hawaiian, August 31, 1940, off Sharp Island buoy in the Chesapeake.

Brisk, 2151 tons, was launched October 24, 1918. She carried Skandia diesel engines; apparently the Bright was designed for them also, but they were never installed in her. The Brisk left Tacoma for Buenos Aires in January, 1919, put into San Francisco 16 days out to repair leaks, and then went on to complete the voyage. In July, 1919, she arrived at Liverpool, and on March 30, 1920, was burned at sea in 26°24'N, 56°23'W, the crew of 24 being rescued safely.

ELLIOTT BAY YARD

The Elliott Bay Shipbuilding Company of Seattle was organized in 1918 by Clyde O. Morrow, veteran wooden shipbuilder of the Northwest, and Charles A. Kilbourne, Seattle capitalist. Mr. Mor-

row had worked his way up in leading Northwest wooden and steel plants and long before the first World War had his own yard for small wooden construction and repairs. In 1918 he sold that enterprise and he and Mr. Kilbourne organized the Elliott Bay company. In 1919 they completed two wooden motorships of 2,200 tons, the Trollind and the William Donovan, and also launched a sister hull which they completed later as a five-masted sailing schooner, the Bianca. All three were 243x47x24 feet.

Bianca, 2139 tons, was rigged as a five-topmast schooner, having also a single square yard on each of her first four masts, on which were carried raffee topsails. It is said that this rig was the idea of Capt. H. B. Lovejoy, who was largely interested in the Bianca Shipping Corporation, her owners. The schooner had two laid decks, was salted, and was classed A-1 at Lloyd's for 12 years. She left Victoria for Delagoa Bay in January, 1920, under Capt. R. Petterson, arriving after a protracted passage of 176 days, during which reinsurance was quoted at 75 guineas %. She then visited Dunedin, N. Z., Newcastle, Callao, Honolulu and Puget Sound. Leaving Honolulu in January, 1923, the Bianca ran into heavy weather. She put back four days after sailing with loss of sails, and spent a month repairing. In 1924 the schooner was sold to the Great Northern Transportation Co., Seattle. Under Capt. Chris Larsen she was wrecked on December 15 of that year in the Strait of Juan de Fuca between Clallam and Neah Bays, her crew of 16 being taken off without mishap.

JUVENILE LABOR HEARING CALLED

The employment of children from 14 to 16 years of age in the dry yards of California, Oregon and Washington will be the subject of a hearing to be conducted in the Office of the Children's Bureau of the United States Department of Labor, Room 919, Pacific Building, 821 Market Street, San Francisco, California, next Thursday, it is announced by Katharine F. Lenroot, chief of the bureau. The Fair Labor Standards Act (Federal Wage and Hour Law) prohibits employment of children of these ages when such employment interferes with their schooling, health, or well-being. War conditions having created such a shortage of farm labor, Miss Lenroot explained, is the reason for calling the hearing. She is sending Miss Beatrice McConnell, chief of the Industrial Division of the Children's Bureau, to San Francisco to preside at the hearing.

Flash-in-the-pan judgment is asinine. No one knows as yet if the battleship is obsolete. Time will tell.

Editorial

LEST we forget! During the first 10 months of 1941, indeed, almost up to the very moment the Japs attacked Pearl Harbor, we had a lot of prominent people running around proclaiming that no nation could or dare attack the United States. It is the common-sense thing to remember who they were and what they said; they even opposed the Lend-Lease policy. Chief among these vociferous would-be-prophets was Charles A. Lindbergh.

While cleaning out a drawer in a desk, this writer a few days ago came across a copy of The Times of Seattle for January 23, 1941. That was the issue in which The Times published the Associated Press report of Lindbergh's testimony before the Foreign Affairs Committee of the House. Lindbergh in his testimony made the flat statement that even a combination of the United States and Great Britain could not win the European war and he urged "a negotiated peace." He testified he believed the stand of the American people in favor of aiding Britain "was a mistake," and he opposed the Lend-Lease policy as "a step away from democracy." (And even as he was giving that testimony Japan was arming to the teeth to attack the United States for two purposes: To enlarge her empire and to help Germany.) As to the war in Europe, Lindbergh said he preferred to see neither side win.

And, now listen to this. Lindbergh in his testimony declared that regardless of what happened abroad, the United States and this hemisphere "are strong enough" to protect themselves. (That was true up to this point: We are strong enough to protect ourselves but we have to wage a bloody war to do it.) In his testimony Lindbergh ignored the Jap menace, though it was painfully apparent that Japan was preparing for war and we were the only nation that stood in the way of her mad dream of conquest. (And ten and a half months after Lindbergh was singing his isolationist song, the Japs bombed our fleet at Pearl Harbor.)

"A sudden air invasion of this country by way of Alaska is out of the question," said Prophet Lindbergh. But now, with Attu Island invaded by the Japs, that is the very thing the United States is guarding against—an air invasion by way of Alaska. If any invasion were to come, said the Prophet Lindbergh, it would come by way of Greenland. In his testimony Lindbergh also maintained that even if Australia, New Zealand and the Philippines "and other lands" were

(Continued on Page 7)

Pacific Coast-Built Sailers of World War I.

1916-1920

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from last week)

P. S. B. & D. YARD

The Puget Sound Bridge & Dredging Co., long a factor in waterfront construction work around the Sound, established a shipyard on Harbor Island, Seattle, in 1916 under the management of R. M. Dyer. A subsidiary corporation, the Washington Shipping Corporation, was organized to finance the building of wooden vessels. Their first products were four baldheaded auxiliary four-masted schooners for the Pacific Motorship Co. of Oslo, Norway. These were of 2600 tons deadweight, 230 x 44.5 x 19 feet, and had twin screws with two-cycle Meitz & Weiss oil engines. The contract price was \$266,000 apiece for the first two and \$265,000 for the second two. They were classed by Bureau Veritas.

Tacoma, 1608 tons, was launched January 30, 1917. For some strange reason her name was spelled "Takoma" in Lloyd's Register for 1917; but this was corrected in later editions. Under Capt. Ellingsen, her maiden voyage took her through the Panama Canal; in October, 1918, she left Port Arthur for Sydney with case-oil, and nine months later turned up in Moreton Bay with engines disabled and sails gone. From there she was towed to Sydney, where she arrived just 12 months out. Here the Tacoma had her engines removed and was sold by her Norwegian owners to Capt. E. R. Sterling for the Tasman Sea trade, carrying coal to New Zealand and lumber back to Australia. Under the name of Helen B. Sterling she came under U. S. Registry for a time, being transferred shortly to the British flag. Under Capt. Harris, the schooner founded in 1922 in the Tasman Sea between Norfolk Island and Three Kings, the crew being rescued by H.M.A.S. Melbourne.

Portland, 1594 tons, was launched March 22, 1917, and was registered in Portland, Ore., by the Pacific Motorship Co., they being unable to secure permission for the change to Norwegian registry. In September, 1917, she left Bellingham for Antofagasta with 1503-M feet of lumber, and was chartered for the return trip with nitrate to Honolulu at \$20 per ton. This voyage was never completed, however, as she was burned on January 3, 1918 in 10°10'S, 79°20'W, the crew of 21 being rescued.

Remittent, 1616 tons, was launched

May 19, 1917, and was registered in New York by her Norwegian owners. She was wrecked on Cape Gracias, Nicaragua, November 1, 1918, on a voyage from Pensacola to Valparaíso.

Risor, 1604 tons, was launched July 7, 1917, and was also registered in New York. She was transferred to Norwegian registry in February, 1920, but her subsequent fate is obscure.

The Puget Sound Bridge & Dredging Co. next built six more schooners similar to the above except that some had Skandia engines, and the contract price with the French Government, their owners, was \$350,000 apiece. The six were named for battlefields of World War I.

Barleux, 1607 tons, was launched August 8, 1917, and had Skandia engines. She was not afloat in 1921, although no record of her fate has yet turned up.

Douaumont, 1608 tons, was launched November 18, 1917, and also had Skandia engines. Her career seems to have been as brief as that of the Barleux.

Dixmude, 1614 tons, was launched December 12, 1917, and was commanded by Capt. A. Aas. She likewise had Skandia engines and a short life.

Ypres, 1617 tons, was launched January 19, 1918, fully rigged and with her Skandia engines running. She came back under U. S. registry in 1922, her engines by that time having been removed for junk and her name changed to Bluebird. After passing through the hands of various East Coast owners, she foundered at Perth Amboy, N. J., March 6, 1932.

Arras, 1617 tons, with Meitz & Weiss engines, was launched on March 12, 1918. She was afloat in 1930, owned as a sailing vessel by M. L. Blondel of Brest, France.

Peronne, 1618 tons, with Meitz & Weiss engines, was launched on April 9, 1918. She was also afloat in 1930, without engines, and owned by M. L. Blondel.

The Puget Sound Bridge & Dredging Co. next built two motorships for the Admiral Line of Seattle, and then contracted with the Shipping Board for eight Hough type wooden steamer hulls. Four of these were cancelled at the Armistice, and the other four completed during 1919 and 1920.

Subscribe to The Marine Digest

Lexington's Heroic Record

The farewell address of Rear Admiral Sherman, U.S.N., to the officers and men of the carrier Lexington is one of the notable utterances of the American war period. As Capt. Sherman he commanded the big carrier during the last two years of her existence, and he was the last man to leave her when she sank several hours after the Battle of the Coral Sea, in which she played a heroic role. In his stirring tribute to the officers and men and to the ship, Admiral Sherman said:

"In giving up my command of the Lexington, I wish to express my appreciation for the fine, loyal service you have all given to me. Many things have happened to us since I took over command two years ago today. We have been through a great deal together, especially since the 7th of December. In all that time your conduct has been of the highest order, and an inspiration to me. I can say today, as I did a year ago, that in my opinion, the officers and crew of the Lexington, including the Air Group, are the finest body of fighting men in the world today.

"This is an air war, as you all very well know. In manning the world's finest carrier, you have been in the fore front of the fighting in the Pacific since the 7th of December.

"You have received the highest commendations it is possible for any group of men to receive. I will not repeat them here. I have recommended that a new carrier be named the Lexington, and that as many as possible of you men be kept together to man that new carrier and to carry on the traditions and spirit of the old Lexington. How many of you will be so assigned, I do not know. But I do know, wherever you may go, you will carry with you the spirit that inspired us on the Lexington. We have made a grand start in defeating the enemy, but there is much left to do. I do not need to tell you what we are fighting for—you know. Our way of life, our freedom from slavery, the sanctity of our homes, are all involved. We are showing our enemies what kind of people we Americans are.

"Since the beginning of the war, the Lexington has engaged in three battles; all of them great victories for our forces. The Lexington alone has sunk or damaged 17 enemy ships, has shot down 67 enemy planes, and has killed or drowned an estimated 900 Japanese officers, and 8,000 Japanese men. In doing this, she steamed a total of 43,311 miles. This is a record of which you can all be proud.

"I have loved the Lexington during my period in command, and it is with the deepest regret that I say, 'farewell.' To each and every one of you, I say: 'Good luck, and may we meet again.'"

H. J. MARKEY HEADS MUNICIPAL LEAGUE

Harry J. Markey, manager of the investment department of the Pacific National Bank and member of a family that has made waterfront history for this port, last week was elected president of the Municipal League of Seattle. He is its 31st president. Mr. Markey is the son of the late Henry W. Markey, pioneer industrial leader, who in the middle 80s founded the Commercial Street Boiler Works, later known as the Commercial Boiler Works, one of the institutions that helped make Seattle a world port. The new Municipal League president is a cousin of Charles H. Markey, founder and head of the Markey Machinery Company, nationally prominent manufacturer of marine auxiliary machinery and equipment, with plant at 85 Horton Street. Newly elected members of the league's board of trustees includes Mrs. Lovejoy, widow of the late Capt. F. E. Lovejoy, founder and up-builder of the Puget Sound Freight Lines of Seattle, one of the foremost maritime organizations of the Northwest.

The Marine Digest is exclusively
a maritime publication.

Coast Guard in Historic Block

Coast Guard activities in Seattle have been concentrated in the old Pacific Coast Company Building at 77 Washington Street, once a great center of shipping operations in the California and Alaskan routes. Coast Guard offices have been moved from the Exchange Building, the Insurance Building and Pier 1 to the Washington Street structure, the list including the headquarters of Lieut. D. T. Adams, Captain of the Port and director of the service's auxiliary. Lieut. Adams has his headquarters in the third floor suite once occupied by the general offices of the historic Pacific Coast Steamship Company. The building has been leased by the Coast Guard. It has also leased space on Pier A where a mess hall for the Coast Guard men will be established next month. The return of the 5-story Pacific Coast Building to a place of prominence on the waterfront recalled to oldtimers the great days of the late J. C. Ford and other chieftains of the Pacific Coast Company.

Buy War Bonds and hit Hitler.

Pacific Coast-Built Sailors of World War I.

1916-1920

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from last week)

J. H. PRICE YARD

J. H. Price in 1916 was manager of the St. Helens Shipbuilding Co., St. Helens, Ore., where he designed and built the schooner City of Portland. In that year, he also designed the schooners built at the Wallace and Cameron-Genoa Shipyards in British Columbia. Late in 1916 he left the St. Helens yard to become general manager of the Oregon Shipbuilding Co., Portland; and shortly afterwards was made president of the Cameron-Genoa Shipbuilding Co. In 1918 he established a yard under his own firm name, the J. H. Price Construction Co., at Houghton, Wash., where he built during 1919 two four-masted schooners of 233x45 x 18 feet for Norwegian owners, and during 1920 the motorships Donna Lane and Z.R.3.

Snetind, four-topmast schooner of 1501 tons, had auxiliary oil engines of 480 horsepower. She was built for the American Motor Schooner Corporation, and they sent her on her maiden voyage from Puget Sound to Portsmouth, England. She arrived at Balboa 6 weeks out with damaged engines, and was operated in the Atlantic thereafter as a sailing vessel. In 1922 she was sold to Boston owners. About 1926 she arrived at Boston with her coal cargo afire, and the foot of her mainmast was burned away. Temporary repairs were effected by placing a concrete pedestal under the stump. In 1936, then having been laid up in Boston Harbor for several years, she was abandoned by her owners and beached on a mud flat with her main deck awash.

Blaatind, 1526 tons, was ordered as a four-masted auxiliary like her sister; but her Norwegian owners got into financial difficulties before her construction was completed, and the engines were never installed. After a year of waiting at Seattle, Capt. E. Sandberg, who had been appointed to command the schooner, went home to Norway, and the **Blaatind**, after being libelled, was taken over by the Scandinavian-American Bank of Seattle. In August, 1920, she was sold at auction to Seattle owners who organized the Commodore Shipping Co., and renamed her the **Commodore**. In October of that year she sailed for Durban, South Africa, with 1536 M feet of lumber, making a long passage. The return trip was via Newcastle, Australia, where she loaded 2240

tons of coal for San Francisco. The passage up took 130 days, Capt. Larsen reporting contrary winds, and the schooner was then laid up. In May, 1923, the **Commodore** was bought by Lewers & Cooke of Honolulu to replace the lost schooner Robert Lewers in the Island lumber trade, and early in 1924 she made the first voyage from Puget Sound to Hawaii with lumber, a business in which she was engaged more or less regularly for the next 11 years. During this time she carried a squaresail yard on the mizzen in addition to the orthodox one on the foremast, and so far as can be determined she was the only four-masted schooner ever so rigged. In February, 1935, shortly after arrival at Bellingham from Honolulu, the **Commodore** was bought by the Matson Line, who resold her in a few weeks to the Defiance & Dickmer Lumber Co. Under this ownership she made a trip or two between Puget Sound and San Pedro as a barge under tow, her topmasts having been sent down. Next she was sold to the Iniskin Drilling Co., Los Angeles, who sent her to Cook Inlet, Alaska, with an oil drilling outfit. In June, 1940, she arrived at Winslow from Seldovia, and was laid up. Here the **Commodore** was bought by a Seattle syndicate who sold her a year later, in September, 1941, to A. G. Dohrmann of San Francisco, who rigged her for the offshore lumber trade.

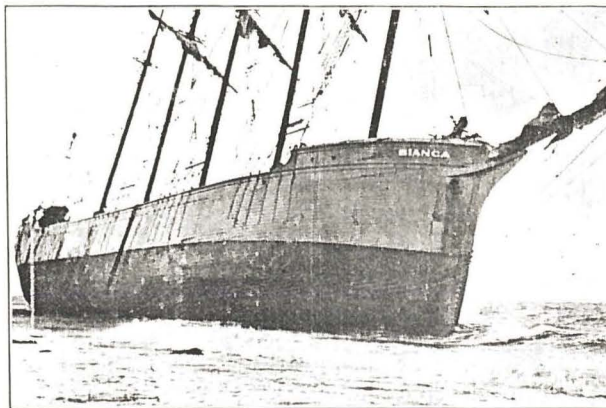
MARTINOLICH YARD

J. A. Martinolich, the descendant of a long line of Adriatic shipbuilders, established a boatyard at Dockton, near Tacoma, about 1900. During World War I his sons built some wooden schooners of 235 x 45 x 19 foot dimensions.

Dockton, 1699 tons, was completed in 1918 for Norwegian owners. She had Skandia-Pacific oil engines driving twin screws, in addition to a four-masted rig. The **Dockton** was owned in Haugesund, Norway, in 1925.

Ella A., 1565 tons, was completed in 1920, and was also a four-masted schooner, without engines. She was owned by the Harbor Navigation Co., in which the Martinolich brothers were associated with J. C. Shaw of Seattle. The schooner left Port Townsend for Adelaide on her maiden voyage in May, 1920, and when 90 days out lost her rudder in the Gulf of St. Vincent, off Aldinga Bay, drag-

END OF A FIRST WORLD WAR SCHOONER



Above is shown the last scene in the career of the five-masted schooner Bianca which was mentioned in the Lyman list in The Marine Digest of June 20 as one of the vessels built in the first World War construction period by the Elliott Bay Shipbuilding Company of Seattle. The picture shows her ashore in the Strait of Juan de Fuca, five miles west of Clallam Bay, where she crashed December 15, 1924, in a snow-storm and gale. Shortly after the photograph was snapped the Bianca broke in two and became a total loss.

ging anchor until she was only half a mile from shore. A steamer got a line aboard in the nick of time, and the tow arrived at Adelaide two days later. The **Ella A.** crossed to Callao and then returned to Grays Harbor. In 1922 she went from Grays Harbor to Sydney, Newcastle, Iquique and Honolulu; then returning to Puget Sound. In 1925 she again took lumber to the South Pacific, returning to Puget Sound from Callao. In June, 1927, she left Puget Sound for Australia with 1558 M feet of lumber, and in May, 1928, bound from Newcastle to Callao, put into Hanapepe, Island of Kauai, leaking badly. She was towed to Hawaii for repairs and eventually returned to Puget Sound, where she was sold to shipbreakers in 1930.

Elinor H., five-masted schooner of 1569 tons, was launched at Dockton on May 25, 1920, and was taken from the stocks by Capt. Chris Endreson, Jr. She also was owned by the Harbor Navigation Co. of Seattle. Her first voyage was from Aberdeen to Sydney and Adelaide, Newcastle, Iquique, and Puget Sound. She was ashore at Port Townsend in November, 1921, the day she arrived from Iquique; but was towed off safely. Her next round was from Port Hadlock to East London, Port Natal, Newcastle, Ahukini, and Astoria, where she was laid up. In April, 1925, she left the Columbia River with 1566 M feet of fir for Sydney. The schooner put into Apia leaking on the passage, but was able to effect repairs without discharging. From Australia she crossed to Salaverry, Peru, and then returned to the Columbia River. In 1927 she loaded 1610 M feet of lumber on Puget Sound for Australia, and returned from Newcastle to Puget Sound,

where she was laid up until sold for scrap in 1930.

The Martinolich Shipbuilding Co. moved a couple of years ago from Puget Sound to San Diego, where they now build wooden fishing vessels and patrol vessels for the United States Navy.

(Continued next week)

Boats Needed By The Navy

A call for 1000 additional boats suitable for inshore patrol duty has been issued by the Navy Department simultaneously with an announcement that restrictions on boats for this type of service have been relaxed with the hope that more may be able to qualify. Approximately 1200 small boats, including the craft of fishermen and yachtsmen, are now operating in this important branch of anti-submarine service. Owners of such craft are enrolled in the temporary Coast Guard Reserve and given a rank commensurate with their capabilities. Craft that qualify are given radio equipment, armament and suitable submarine detection devices.

PERCY LAING MOVES

As a result of the United States Navy taking over additional floors in the Exchange Building, the Percy S. Laing Shipping Company has moved from the fifteenth to the twenty-second floor of that structure. The new quarters are in suite 2203. The company retains the telephone number it has had for many years—ELLIOTT 1894.

Pacific Coast-Built Sailors of World War I.

1916-1920

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from last week)

FOUNDATION YARD, TACOMA

As the name implies, the Foundation Company was originally a corporation specializing in constructing bridge piers, factory foundations and mine shafts. Early in World War I they got into the shipbuilding game through contracts for constructing additional ways at existing shipyards. This led to a contract with the Emergency Fleet Corporation in 1917 for 10 wooden Ferris-type hulls which they built at a yard in Kearney, N. J. They next landed orders for twenty 3000-ton and five 2800-ton wooden steamers for the British and French governments, which were built at Point Hope and Point Ellice, British Columbia. An additional contract with the French Government was also secured for forty 3000-ton dead-weight steam auxiliary five-masted wooden schooners. Priorities for machinery and materials were granted by the Shipping Board, and the schooners were divided between the yard at Tacoma and another at Portland, Oregon, for better insurance against a bad fire or labor difficulties. The Foundation Company also built thirty-eight 150-foot steel mine-sweepers for the French Navy at Savannah, Georgia; eight wooden barges for the U. S. Navy at Brunswick, Georgia; and operated other yards at Port Huron, Michigan, and New Orleans. The total of their wartime contracts was over \$200,000,000.

Like their Portland yard, the Tacoma yard of the Foundation Company was actually owned by the French Government, and was operated by the corporation under the direction of Cox & Stevens, naval architects of New York. The 20 vessels built here were for the most part named for battlefields in France. They were 260 x 45 x 22-foot five-masted schooners, with a pair of triple-expansion coal-burning steam engines driving twin screws. There were two smokestacks, one on each side of the fifth mast. The engine contracts were divided among the Staten Island Shipbuilding Co., New York; the Dominion Bridge Co., Montreal; and the Harrisburg Foundry & Machine Works of Pennsylvania. These vessels of course were built to relieve the North Atlantic tonnage situation, and went out to France as fast as completed. Some loaded flour on Puget Sound, while others took

lumber to South America and then carried nitrate to France. The record of their voyages is a continuous series of engine and boiler trouble, storm damage and leaks, combined in some cases with indifferent navigation; and most of them were laid up within a year or two of the Armistice and broken up soon afterwards; while the few that remained afloat in various capacities had their engines removed.

Gerbeville, 2032 tons, was launched May 1, 1918. Some years after her arrival in France she fell into the hands of rum-runners, and was operated for several years off the New Jersey Coast. She later came under U. S. registry, and when last heard of was laid up at Brooklyn in 1938.

Noyon, 2142 tons, was launched May 22, 1918.

Roye, 2032 tons, was launched June 1, 1918.

Dannemarie, 2022 tons, was launched June 11, 1918.

Reims, 2142 tons, was launched June 19.

Dunkerque, 2131 tons, was launched on July 4. Her first voyage was from San Francisco to Peru; thence from Callao to Pensecola.

Thann, 2142 tons, was launched July 12, 1918. In October she left San Francisco for Cuba, and on December 25 got ashore on Colorado Reef, near Havana. She was floated and towed to Havana on January 6, and was there repaired. In 1922 she came under U. S. registry with owners in New York, and after several years of trading founded in 36°12'N, 37°00'W, in the North Atlantic, her crew of 10 being rescued, December 10, 1926.

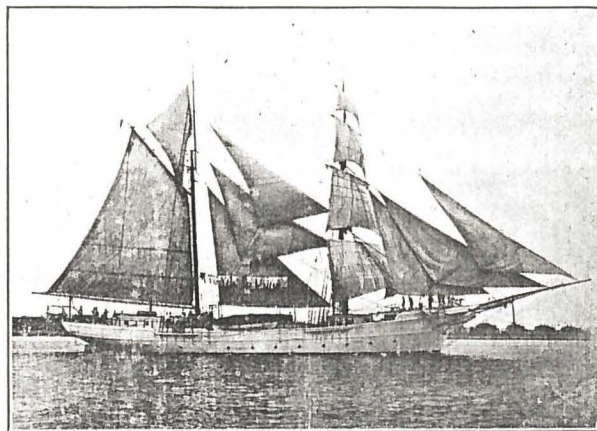
Toul, 2038 tons, was launched on July 26, 1918. On her way to Callao she put into San Diego with boiler trouble; reboilered, she left San Diego in December, 1918, and made the passage to Balboa in 22 days. Arriving at Callao, she required another set of new boilers, but finally got to France; and is known to have made at least one more round trip between France and the West Coast of South America.

Amiens, 2142 tons, was launched on August 8, 1918.

Democrat, 2142 tons, was apparently the next to be launched. Her first voyage was from Nanaimo to Santos via Barbados and Rio Janeiro.

Vimy, 2020 tons, was launched

BOXER NOMINATED FOR THE LYMAN LIST



J. A. Gibbs, Jr., University of Washington student, who has spent years in maritime research work, contributing several times to The Marine Digest, nominates the brigantine Boxer as an addition to Mr. Lyman's compilation of "Pacific Coast-Owned Sailors That Were Built Elsewhere." The Boxer, now known to the North Pacific as a motorship, was built in Portsmouth, N. H., in 1905 for service as a training ship for the Naval Academy at Annapolis. After many years on that duty, the Boxer, Mr. Gibbs recalls, was assigned to the Interior Department and sent to Seattle for Alaska service. The above picture shows her as she appeared originally and it bears no resemblance to the one-masted motor vessel of today.

August 21, 1918. On her first trip she took 1368 M feet of redwood lumber from Noyo, California, to Mejillones, Peru.

Fraternité, 2126 tons, was probably the next afloat. She loaded flour at Seattle and sailed for Nantes, France, in November, 1918. Six weeks later she arrived at Panama with engine and boiler trouble. Repaired, she reached Savannah, Georgia, where her cargo was topped off with 2000 bales of cotton goods. Leaving Savannah, she struck a submerged obstruction and lost one propeller, and also succeeded in losing her deckload of bunker coal. Repaired in Savannah, she sailed again, and was wrecked on a reef at Bermuda on April 3, 1919.

Republique, 2035 tons, was launched on September 11, 1918.

Verite, 2142 tons, was launched on September 23, 1918. Her first voyage was from Tacoma to Nantes via San Francisco, Balboa, Galveston, and Fayal.

Souchez, 2142 tons, was launched on September 30, 1918. She left Seattle for Dunkirk on December 26, 1918, returning 3 days later for repairs. She sailed again from Victoria on February 21 and San Francisco on March 27.

Egalité, 2142 tons, was launched on October 7, 1918.

Vailly, 2142 tons, was probably the next to be launched. She went out to France from Seattle, but in 1922 came back under U. S. registry as the Robin Hood of Tacoma. She was destroyed by fire in the Caribbean in 24°N, 82°48'W, June 25, 1924, the crew of 11 be-

ing rescued.

Justice, 2138 tons, was launched on October 30, 1918. She put into Victoria with engine trouble on January 18, 1919, having just left Port Angeles. On February 11 she arrived at San Francisco with the same complaint. She eventually arrived at Bordeaux on July 6, having called at Gulfport and New Orleans.

Givenchy, 2031 tons, was probably the next to be launched. She put into San Francisco for water and repairs in February, 1919, 23 days out of Seattle, and sailed for France 5 days later.

Liberté, 2135 tons, was the 20th vessel of the Tacoma series. She was delivered to her owners on December 27, 1918, completing the contract.

Two of these Tacoma-built vessels later came under provisional United States registry in 1922-3 under the names Mecca and Reliance, respectively; but so far I have not been able to identify them.

(Continued Next Week)

Panama is purchasing from neighboring countries much merchandise formerly imported from Europe and Asia, according to the Department of Commerce. The United States accounted for \$6,166,500, or 80 per cent, of total imports during the first three months. Imports from all of North America during the quarter year increased 35 per cent compared with the corresponding period of 1941; Central America,

Pacific Coast-Built Sailers of World War I.

1916-1920

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from last week)

SEABORN YARD, TACOMA

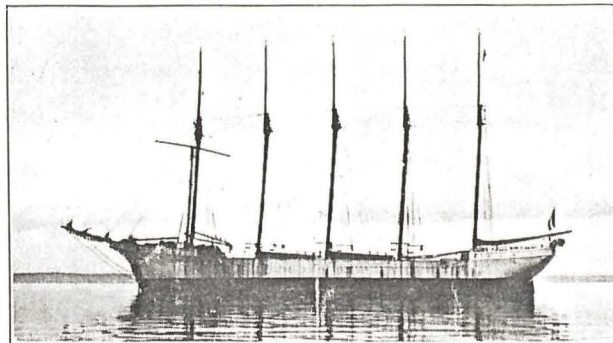
The Seaborn Shipyards Co. of Tacoma was started in 1916 by H. F. Ostrander and C. N. Seaborn and associates of Seattle. Their first product was the 200.7 x 44.4 x 17.2-foot auxiliary five-masted schooner Seaborn, which was followed by the steamer Orcas and three more 240 x 45 x 19-foot five-topmast schooners during 1917. The yard then turned its attention to wooden Ferris-type steamers for the Shipping Board. Ten finished steamers were turned out, including the Quinault, first wood vessel launched for the Emergency Fleet Corporation, as well as two completed hulls and two hulls finished as barges.

Seaborn, 1296 tons, was launched December 9, 1916. She had been ordered by Ostrander & Morrison of Seattle, but was sold before completion to J. M. Scott of Mobile. Capt. W. W. Jamieson was her first skipper. The schooner had twin-screw compound steam auxiliary engines, manufactured by the Washington Iron Works, Seattle. The Seaborn was sold to Belgian owners in August, 1919, who named her Ile De Ceylan. In 1925 she was owned in Hamburg, Germany, with her engines removed, under the name of Sierra Nevada. Her subsequent fate is unknown to me.

H. C. Hansen, 1660 tons, was launched May 19, 1917, for Hansen & Holm of Porsgrund, Norway, and was commanded by Capt. A. Markussen. She had twin screws with Skandia-Pacific two-cycle oil engines. This vessel seems to have been lost early in her career, but no record has yet been found.

Levi W. Ostrander, 1638 tons, was launched July 31, 1917, and was a sister to the above except that she had no engines and operated as a pure sailing vessel. She was commanded by Capt. C. A. F. Henningsen and owned by H. F. Ostrander, Seattle. In 1919 the schooner made a voyage from New York to Shanghai via the Canal, and from there to Vancouver where she loaded for Durban, South Africa. Twenty-one days out she put into San Francisco leaking, and after repairs continued the voyage. She then visited Sydney and Newcastle, Australia, where she loaded coal for Iquique. She arrived at Iquique with the cargo on fire; but the vessel was undamaged. After return to Seattle the Ostrander took lumber to Hawaii, and then voyaged from Coos Bay to Yokohama. In March, 1922, she arrived at Astoria 28 days from Osaka, with three men sick, several gaffs broken, and five lower sails lost. On April, 1923, the schooner was sold to D. G. Eggerman, Seattle, and was loaded for China. Leaving Portland for Shanghai in June, 1923, she was found drifting and abandoned off the China Coast in the middle of the following January. Capt. Troup later turned up, reporting that he and his crew had been taken off by a British steamer after a pirate attack. Missing gear and cargo on the Ostrander amounted to \$4000. She was then sold to German owners in Shanghai and renamed Tseng Tai. The last known of her was in 1924 when she loaded 1634-M feet of fir on Puget Sound for her new home

ONE OF THE SEABORN YARD'S PRODUCTS



Above is shown the Levi W. Ostrander, one of the sailing vessels built in the first World War construction period by the Seaborn Shipyards at Tacoma, as mentioned in the accompanying installment of the Lyman list.

port.

Betsy Ross, 1630 tons, was launched in September, 1917, for A. D. Carver of New York. Like the Levi W. Ostrander she carried no engines. Under Captain J. B. Parse she went out to the Atlantic, where she remained until 1921. In that year she made a passage from Sydney to Seattle in 90 days, and was then sold to the Rouse Towing Co. She has been employed as a barge ever since in Puget Sound and British Columbia waters, her most recent owners being the Island Tug & Barge Co. of Victoria.

BABARE YARD

The Babare Manufacturing Co. of Tacoma, was organized by the Babare Brothers, who had operated a boat yard at Tacoma for many years prior to World War I, and in 1916, when the shipbuilding boom was just commencing, they got a contract for an auxiliary four-masted schooner to carry 1100-M feet of lumber, with dimensions 185.6 x 42 x 13.7 feet. In 1917 they contracted with the Shipping Board to build four wooden Ferris-type hulls, of which they completed two, the Mahaska and the Bottineau, in 1918, the

others remaining unfinished hulls at the Armistice in 1918. Unlike most of the other wooden yards they stayed in business after the war, launching the ferry City of Everett in 1928, as well as smaller vessels.

Else, 814 tons, was, as just stated, designed as a baldheaded auxiliary; but there were delays in delivering the engines, with the result that she was sent to Australia on her maiden voyage without them, and although it was planned to install them on return from this voyage she spent all her career as a sailing vessel. The Else was bought new late in 1916 by A. O. Anderson & Co., and was registered by them in Portland, Oregon, until 1920, when she was sold to J. M. Scott of Mobile. Scott owned the schooner until her register was abandoned in 1929.

(Continued next week)

Unless they lose their sanity, Uncle Sam and John Bull never again will junk a warship, as they did some 20 years ago.

As in the first World War, the shipping men developed by private enterprise are proving a great national asset.

Preservo



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Pacific Coast-Built Sailers of World War I.

1916-1920

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from last week)

OLYMPIA YARD

The Olympia Shipbuilding Co. of Olympia, Wash., was established in 1917 by interests headed by Eugene R. Ward. Late in 1917 they got into financial difficulties, and a receiver was appointed at the request of the Grays Harbor Shipbuilding Co.; in 1918 the plant was taken over by the Sloan Shipyards Corporation, which had a contract for wooden motorships for the Australian government. While the Olympia Shipbuilding Co. was operating, it turned out three large twin-screw auxiliary five-masted schooners for Norwegian owners. They were of nearly 4000 tons deadweight, carrying about 2500-M feet of lumber, with dimensions 265 x 48 x 24 feet, and had two-cycle oil engines made by the Marine Pipe & Machine Works, Seattle.

Wergeland, 2457 tons, named for a noted Norwegian poet, was launched July 21, 1917. Her Norwegian owners, who also managed the Korsnaes, Hjelteneas and Balestrand, were obliged to register her in Portland, Ore. On her maiden voyage she lost two masts and 200-M feet of her deckload off Flattery and had to be towed to Port Blakely for repairs. In 1920 she was sold to Moller & Co., Shanghai, and renamed Chris Moller under British registry. She was still listed in Lloyd's Register in 1930.

General Pershing, 2450 tons, was launched January 15, 1918, and was also registered in Portland, under the management of A. O. Anderson & Co. In October, 1919, she was transferred to Swedish owners; in 1920 was owned in Trondhjem, Norway; and in 1921 was under the ownership of P. E. Harris & Co., Seattle. In June of that year she left Norfolk with coal for Bremerton, and on July 11 was a total loss on Endymion Rock, near Turks Island in the Bahamas, the crew of 25 being taken off safely.

Korsnaes, 2446 tons, was launched February 23, 1918. On her maiden voyage she took 1928-M feet of lumber from Port Townsend to Sydney at \$45 per thousand, returning with 2,700 tons of wheat to San Francisco. In March, 1919, leaving San Francisco for Shanghai, she had an engine breakdown while getting up the anchor, which resulted in a broken windlass and loss of the anchor, and the schooner

had to be docked for repairs. In September, 1919, her owners transferred her to Norwegian registry, and she drops from the lists soon afterwards.

MATTHEWS YARD, HOQUIAM

George F. Matthews in 1906 took over the Hoquiam shipyard of Hitchings & Joyce, which had been established originally by his father, Peter Matthews, and had been operated for the previous eight years by George H. Hitchings and John Joyce. During the next seven years as head of the Matthews Shipbuilding Co., G. F. Matthews built a number of steam lumber schooners. After completing the Daisy Putnam in 1913, the yard was idle for a couple of years, but in 1916 shipbuilding was resumed and in that year the steam schooners Daisy Matthews, Sierra and Hartwood were sent down the ways. In 1917 four more wooden vessels were built, steamers and motorships, while in 1918 the yard turned out the steam schooner San Diego and two auxiliary twin-screw four-masted schooners of 235 x 44 x 18.5 feet dimensions for Norwegian owners.

Mount Hood, 1490 tons, was originally owned by Issaksen of Haugesund, Norway. She was under German registry in 1925 as the Marie Gertrude of Flensburg.

Mount Shasta, 1571 tons, was also built for Issaksen of Haugesund, and like the Mount Hood had Skandia-Pacific diesels. After a few years under Norwegian registry she became the German Comet. In 1925 she was bought by Count Felix von Luckner and converted to a cruising yacht. Under his ownership she carried in turn the names Seeadler, Comet again, Vaterland and Mopelia, before she was destroyed by fire at Bremen in 1935.

Vigilant, five-topmast schooner of 1603 tons, 1750-M lumber capacity, and dimensions 241.9 x 44.4 x 19.0 feet, was built by Matthews in 1929 for the E. K. Wood Lumber Co., San Francisco. On her first trip, she left Grays Harbor for Sydney in April, 1920, returning via Newcastle and Honolulu to Puget Sound. Her second voyage was from Port Angeles to Adelaide, returning with 2540 tons of coal to San Francisco from Newcastle. Her third voyage was from Bellingham to Callao, and in June, 1922, on her return, the Vigilant went into the coasting trade to San Pedro.

On May 29, 1923, she was towed leaking into San Pedro by the steam schooner Cascade, 35 days out of Port Angeles, having struck a submerged object 40 miles off Ventura earlier in the day. Repaired, the schooner left Bellingham for Callao in December, returning to Puget Sound in June, 1924, where she was laid up. In 1926 the City Mill Co. of Honolulu acquired an interest in the schooner, and she was put back into service carrying lumber from Puget Sound to Hawaii. In 1936 the Vigilant was given a new set of masts: 110-foot lowers with 60-foot topmasts; and in November, 1938, she was laid up at Bellingham. In February, 1940, she was bought by the Canadian Transportation Co. of Vancouver and renamed City of Alberni. She made a voyage to Australia with lumber, returning with sugar from Fiji. She arrived at Port Angeles December 30, 1940, leaking, with a damaged mizzen-mast; her subsequent movements are hidden in censorship.

Following the launching of Vigilant, Matthews moved to Portland, Oregon, where he took over the Peninsula Shipbuilding Co. plant, and built in the next three years the steam schooners Quinault, Daisy Gray and Esther Johnson, as well as a five-masted schooner of 3800 deadweight tons.

Undaunted, 2266 tons, with dimensions 267.5 x 46.4 x 23.9 feet, was launched January 15, 1921, and was the last sailing vessel built on the Pacific Coast as a result of the first World War boom. She had been ordered by the Hart-Wood Lumber Co., but was completed and operated by Matthews in partnership with W. Z. Haskins of Portland. The schooner's first voyage was from Astoria to Cape Town, leaving in April, 1922, and taking 111 days to Table Bay; she then proceeded to Iquique from where she arrived at San Francisco in September, 1923, with 2500 tons of scrap iron. She was laid up at Astoria from November, 1923, to February, 1926, and then took lumber to Callao, being handed over on arrival to Peruvian owners of Yugoslav nationality who renamed her Sipanjka Luka. The schooner was blown ashore and totally wrecked at Salaverry, Peru, June 2, 1931.

(Continued next week.)

WSA ESTABLISHING RECRUITING OFFICE

In an effort to speed up recruiting of men for the Merchant Marine, arrangements were made this week to open an office in Seattle for the War Shipping Administration. G. E. Needham of San Francisco had charge of arrangements for opening the Seattle office of the Recruiting and Manning division of the War Shipping Administration.

Editorial

SECRETARY OF WAR STIMSON has warned us several times that the Japs may attempt an aerial bombing raid on some of our Pacific Coast centers. It is reassuring to know that Secretary Stimson is fully alive to the possibility of such an attack, and is keeping us in mind. He is not the type of high official to be caught napping; being alive to the danger, he will be prepared to meet it when it comes. The Japs will get a reception that will startle them. Those American fighting planes you see speeding through the atmosphere high above the Puget Sound area are not out joyriding; they are up there for business, deadly business. The Japs may come and, if the weather favors them, they may cause some damage and some casualties, but such a raid will be a grandstand, face-lifting affair, and could not have any decisive effect. With our fighting planes ready, the raiders will die, and with our ample supply of long-range bombers on hand in this area, the aircraft carrier from which they come, will be sent to the bottom of the Pacific. Both Army and Navy are on the alert.

Secretary Stimson's warnings are decidedly significant and reassuring. To get their full implication, suppose he took the opposite view that the Japs never could make an air raid on any Coast center; that would mean that nobody would be on the alert and that we would be left unprepared to meet such a foray. It would mean we were unprotected and wide open to disaster. But Secretary Stimson is no man's fool; he is a realist. When Japan invaded Manchuria in 1931, Mr. Stimson was the only American statesman to perceive that this was but the first step in a program of bloody conquest that in time could threaten the United States.

AFTER Germany attacked us in the first World War and thereby forced us into that conflict, we were afflicted with a lot of hot-air slogans, such as "A War to End All Wars," and "A War to Make the World Safe for Democracy." In time these gave many of our people a false understanding of our role in that great conflict. The simple truth was that we went to war because we were attacked. Now we are being afflicted along almost the same identical lines, and those responsible are of the same brand of starry-eyed idealists who befogged the public in 1917. Recently in Seattle a peace parley was held by these people; they maintained a program for lasting peace must be formulated by

(Continued on Page 7)

Pacific Coast-Built Sailors of World War I.

1916-1920

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from last week)

ABERDEEN YARD

In 1905 Andrew Peterson built the gas vessel Sotoyome at Albion, California, and later established a yard at Raymond, Washington, on Willapa Harbor. Here he built the steam schooners Solano in 1913 and Mukilteo in 1915 and then moved to Grays Harbor. In the middle of 1916 he opened a yard on the Wishkah River above Aberdeen, which he incorporated as the Aberdeen Shipbuilding Co. During 1916 he turned out the steam schooners Oregon, Idaho and Phyllis, as well as a five-masted schooner of 1400-M feet lumber capacity and dimensions 231.6 x 42.8 x 17 feet.

Columbia River, 1200 tons, shared with the City of Portland, Flagstaff and Else the distinction of being the first vessels laid down on this Coast during World War I. She was ordered by Balfour, Guthrie & Co., San Francisco, to be operated by their subsidiary, the Fife Shipping Co., and was intended as an auxiliary with a bald-headed rig. She was launched at the end of September, 1916, and as it was impossible to get delivery of her engines she was sent to Australia on her first voyage without them. To make up for their absence, Capt. Neil Murchison increased her sail area by crossing a yard on each of her first four masts and setting raffles topsails above and below. She proved to be a good sailer with this rig, and the engines were never installed. In 1918 she took 1435 M-feet of lumber from the Columbia River to Melbourne in 58 days, returning to San Francisco with 2672 tons of wheat in 83 days. In 1919 she went to Australia again, then to Callao and Tal Tal, Honolulu and Astoria. She next loaded for Port Elizabeth, South Africa, and returned by way of New Zealand. The Columbia River left Auckland for Astoria on September 6, 1921, and two days later ran ashore on Sunday Island in the Kermadec Group. The schooner was a total loss, but the crew of 13 reached Suva safely.

Early in 1917 the Aberdeen Shipbuilding Co. was taken over by Grant-Smith-Porter & Co., who had previously established another yard on the Aberdeen waterfront. Peterson continued as manager of the Wishkah River yard, which in the next two years turned out two big wooden full-powered motorships for the Grace Line, as well

as two auxiliary schooners:

Suzanne, 1431 tons, was a four-master with Skandia engines and dimensions 233.3 x 43.1 x 18.6 feet. She was built in 1918 for French interests of Havre, who registered her in New York, and in March, 1920, transferred her to British registry.

Fanstrand, five-master of 2557 tons and dimensions of 269.4 x 49 x 24 feet, was also completed in 1918 and had Skandia engines. She was registered in New York by Norwegian owners who transferred her to Norwegian registry in 1920. In 1925, with engines removed, she was owned in Germany as the schooner Lipsia of Kiel.

CHILMAN YARD, HOQUIAM

This yard built only two small sailing vessels during World War I. They had dimensions 135 x 32 x 13 feet, and carried, in addition to a three-masted schooner rig, Union gas engines manufactured in San Francisco.

Ady, 373 tons, was built in 1918 for Belgian owners. She went into trade with Australia, but was out of registry by 1920.

Gaby, 370 tons, was also built in 1918 for Belgian owners. In 1920 she was owned in France, and in 1930 was owned in the Bahamas as the Rubens of Nassau.

(Continued next week)

U. S. Enlarging Warship Fleet At Great Pace

Completion of 60 combatant ships for the United States Navy in the fiscal year of 1941, instead of the scheduled 48, was revealed in a report of the House naval affairs committee released recently in Washington, D. C. The committee report showed 3230 naval ships under construction on June 30, 1942, as compared to 697 a year ago.

Nine auxiliary vessels were slated for completion but 10 were completed while 143 patrol craft were built instead of the 133 scheduled. In the mine and district craft classification 280 were completed while the schedule called for 394.

Construction time on aircraft carriers has been cut from 45 months to 17.3 months and on heavy cruisers from 36.4 to 22.7 months.

Another Letter of the Sea When Sail Ruled the Pacific

Through the courtesy of Capt. F. H. Hardy of Seattle, who retired last year as head of the U. S. Coast and Geodetic Survey in this district, The Marine Digest is able to publish this week another salt-tanged letter of the sea written in the days of sail. Earlier this year, this weekly published a number of letters written from port or from the ocean by Capt. Hardy's father, the late Capt. W. W. Hardy, shipowner and master of Dover, N. H. The son has preserved many of the letters written or received by the Dover master. The letter given below was one received in 1885 by the late Capt. Hardy from C. R. Holme of Bath, Me., then mate of the ship Highland Light, at that time lying in Hongkong. Capt. Hardy was in Kobe as master of the Boston bark W. W. Crapo; he always maintained discipline on his ships, but was considerate of his officers and men and always had the esteem and respect of those who sailed under him, as evidenced by the Holme letter which follows:

Ship Highland Light,

Hongkong, January 7, 1885.

Capt. W. W. Hardy:

Dear Sir:

It was only last Sunday that I heard you were in Japan. I looked in the shipping report of the China Mail for account of your vessel being in these waters, but I could not see any account of her. Yesterday there was a Mr. Templeton tried to ship here as second mate and he told me you were in Kobe. He says that he came out as mate of the Pactolus to Yokohama. He told me that you offered him the chance to go second mate of the W. W. Crapo. I told him he was a fool for not accepting it in preference to going mate of two-thirds of the ships afloat. I told him I would rather be second mate with you than mate of this packet.

I am sure you will be very pleased to know that Mr. Joy who was mate of the St. Nicholas in Liverpool when I was with you, has been captain of the St. Nicholas for the past three years. He is here at present and has his wife with him; he is just the same good fellow that he always was. Getting captain of a fine ship has not spoiled him to his old friends. He comes for me every Sunday and I always spend that day with him and his wife. It was he who told me last Sunday of your being in Japan. He spoke very kindly of you and said he should always remember how cordial a greeting you gave him when I introduced him to you. He asks me to remember him most kindly to you.

I wrote to you from Australia to your home in Dover; since I wrote I had charge of a vessel there and took the West Australian Exploring Expedition, headed by the Marquis of Waterford's nephew, up to King Sound. While lying there I went on board of a Sydney steamer to see if I could not buy a barometer as I had broken mine and we were right in the height of the hurricane season. I left my vessel securely moored, with chains ready for slipping. While I was aboard the steamer, the Victoria, a hurricane squall came on. My vessel was struck by lightning and went down at her anchors, leaving me without a thing in the world

but what I stood in. I went to Sydney in a steamer and landed there without a picayune, after working and living like a nigger for two years. I would not have cared if everybody had not been drowned in the vessel; that was the worst part of it.

It grieved me a lot to lose the sextant and glasses you bought for me; I had become quite attached to the instrument.

In Sydney there was no chance open for first officer and, had there been, I was in no position to take it as I had not a second change of clothing to my back, and no instrument. I joined the bark Nina Sheldon of New York as second mate and went from Sydney to Newcastle, N.S.W., for coal; from there to Manila. I left the bark in Manila and came on here and arranged to go mate of this ship (the Pactolus) the first day in Hongkong. I have been a month with Capt. Norcross, but I think it exceedingly doubtful whether I shall go to San Francisco with him; the ship will be here a month longer before she is loaded.

I suppose Mr. Newhall is still with you. Please remember me kindly to him. (This was the Mr. Newhall who came ashore in Seattle and years later became an inspector in the old Steamboat Inspection Service.) There are about 20 American vessels here, among them the Belle of Oregon; she came here from Cardiff and is bound to the Philippines from here, \$8.50 on sugar.

I was very sorry to hear Mrs. Hardy was so ill last voyage and I hope she is all right and enjoying good health now. I suppose your daughter, Miss Mary, is quite a young lady by this time and I should like to see her and the heir apparent both. (Note—the heir apparent was Capt. F. H. Hardy of Seattle, then a child.)

I should like to hear from you very much if you are not too busy to answer this. I want to go back in the W. H. Besse employ if I can, (Note—The bark W. W. Crapo was one of the Besse fleet of sailers) and when I get there, rest assured that I am a sticker. I have

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Pacific Coast-Built Sailors of World War I.

1916-1920

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from last week)

GRAYS HARBOR YARD

Late in 1916 the Schubach interests of Seattle took over the old Lindstrom yard at Aberdeen, Washington, and incorporated it as the Grays Harbor Shipbuilding Co. They secured contracts for six large auxiliary five-masted schooners from East Coast owners, and later for 20 wooden steamers for the Emergency Fleet Corporation.

Santino, 2491 tons, was launched early in 1917 for the Gaston, Williams & Wigmore Steamship Corporation of New York. Like the other five, she was a wooden schooner of 2000 M-feet lumber capacity, dimensions 265 x 48 x 24 feet, and had a two-cycle Sumner engine of 400 horsepower, manufactured by the Puget Sound Iron & Steel Works, Tacoma. Under Capt. M. Howard, she went out to the Atlantic and traded uneventfully for a couple of years. On March 8, 1920, she was abandoned by her crew of eight in 40°48' N, 52°55' W, but was later salvaged and sold to the Kreger Navigation Co. of New York. The Santino was abandoned again by her crew of 11 on February 18, 1923, east of Nantucket Lightship, and this time sank.

Grays Harbor, 2373 tons, was built for the same owners. She was burned off Fernando Noronha in the Atlantic on August 19, 1918, with the loss of two of her crew of 31.

Mount Rainier, 2397 tons, was launched June 16, 1917. She was also owned by Gaston, Williams & Wigmore, and was destroyed by fire at Santa Fe, Argentina, on June 2, 1921.

Balestrand, 2403 tons, was launched in September, 1917, for Norwegian owners, but registered in New York. She went under the Norwegian flag in September, 1919.

Hjeltenaes, 2387 tons, was launched in November, 1917, and completed early in 1918. She also had Norwegian owners, and went under that registry in July, 1919.

Marie de Ronde, 2450 tons, was launched in January, 1918. Her engines were built by the Marine Pipe & Engine Works of Seattle. After a year of trading in the Pacific under Capt. A. Petterson, the schooner went to the Atlantic under the ownership of the Donald Steamship Co., New York. A couple of years later she was

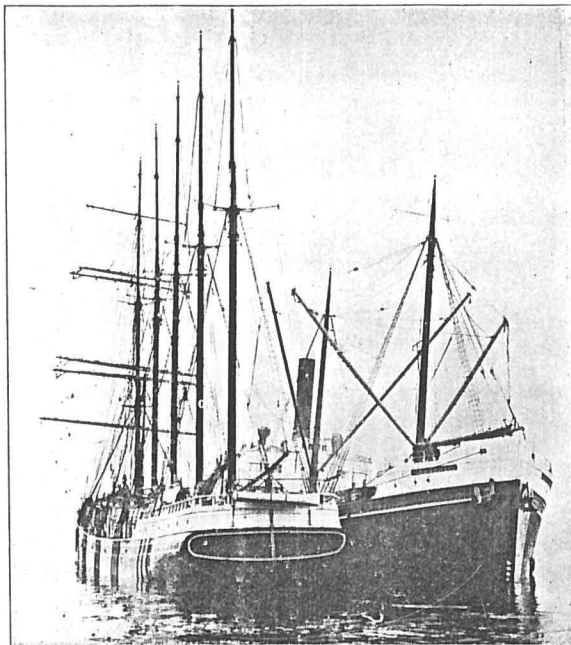
bought by a firm in Boston who removed her engines and employed her as a sailing vessel. After several changes of ownership she was laid up at Rockland, Maine, and was converted to a barge there in 1934 for the coal trade. On December 19, 1935, she took fire 55 miles off New York City while being towed up the coast, and was sunk by shellfire by a Coast Guard cutter after the crew was taken off.

In 1918 the Grays Harbor yard was reincorporated as the Grays Harbor Motorship Corporation, and set about building four five-masted barkentines of 1550 M-foot capacity for the lumber trade. Three of these were completed, beautiful double-topgallant yard vessels of 242 x 44 x 19 feet, and they were all operated by their builders.

Forest Pride, 1600 tons, was completed in 1919. On her maiden voyage she went from Grays Harbor to Sydney, returning with coal from Newcastle to Honolulu. Her next voyage was also from Grays Harbor to Sydney, returning to Puget Sound via Callao just a year later. She was then operated for a time in tow between Seattle and Southern California, but in May, 1923, again left Grays Harbor for Sydney, under Captain E. Reid. On the return trip she crossed to Chile, and made the run from San Antonio to Port Townsend in 59 days, arriving in January, 1924. In April, 1925, after lying-up in Lake Union, she loaded 1560 M-feet on Willapa Harbor for Adelaide at \$15 per M, returning to Seattle in December in 40 days from Callao. In 1926 the Forest Pride made another voyage to Adelaide, taking 98 days on the outward trip and 82 days to return, during which passage she logged 2222 miles in 9 days. Then followed Tacoma to Port Adelaide, 77 days; Adelaide to Newcastle, 13 days; Newcastle to Callao, 60 days; and Callao to Port Townsend, 61 days. On arrival at Seattle in September, 1927, she was laid up in Lake Union, where she has gradually rotted away, only her lower masts being left standing in 1936.

Forest Dream, 1605 tons, was completed late in 1919, and on her maiden voyage left Aberdeen for Sydney in January, 1920. She returned via Newcastle and Honolulu. Her second voyage was the same round, and she was next op-

TWO OF GRAYS HARBOR YARD VESSELS



Above are shown two of the vessels that came from the ways of the Grays Harbor Motorship Corporation of Aberdeen, as described in the accompanying installment of Mr. Lyman's list of the Pacific Coast sailers and other vessels built on this Coast in the first World War construction period. The steamer is the Forest King and the barkentine is the Forest Dream, one of three barkentines built by the Grays Harbor plant.

erated in tow along the coast. On the last day of 1922, when two days out of Seattle for San Pedro in tow of the steamship Forest King, she ran into heavy weather and sent out an SOS, but was able to proceed after jettisoning part of her deckload. The tow put into San Francisco for fuel on January 6, 1923, and then proceeded. The Forest Dream was laid up from 1923 to 1925, and then took a cargo to Mauritius, in the Indian Ocean, the passage requiring 7 months. She crossed to Newcastle, Australia, but the charterer had gone bankrupt; the barkentine got into debt, and was sold at auction to a group of officers of the Swedish training ship C. B. Pedersen. Capt. Carl Backstrom, mate of the training ship, took command of the barkentine. She carried coal to Callao, then took guano from Peru to Antwerp through the Canal, and was next operated for a couple of years in the logwood trade between Caribbean and Central American ports and France. She arrived at St. Louis, Rhone, from Cap Haitien in May, 1930, and was laid up there. She had a fire on board in January, 1931, which was extinguished without serious damage to the vessel; and in October, 1931, sailed for Stromstad, Sweden. The Forest Dream arrived there in January, 1932, after touching at Cadiz and Queens-town, and was again laid up. She

was completely destroyed at Stromstad by a second fire on January 5, 1933.

Forest Friend, 1615 tons, was also completed in 1919. She was chartered on her maiden voyage to take lumber from Grays Harbor to Sydney at \$37.50 per M, returning via Newcastle and Honolulu. She then went into the coasting trade alongside her sisters, operating mostly under tow. In 1922 she took lumber from Bellingham to Noumea, New Caledonia, in the excellent time of 42 days, next crossing to Newcastle to load coal for South America. On the run from Australia to the West Coast she logged 700 miles during a 48-hour stretch. The Forest Friend then loaded at Iquique for Honolulu, from where she returned to Puget Sound. In 1923 she was operated for a time between Seattle and San Pedro again, but was soon laid up. In April, 1925, she loaded lumber on Puget Sound for Sydney, returning via Pimental, Peru. In July, 1926, the big barkentine loaded 1778 M-feet of fir on Puget Sound for Australia, returning from Callao in April, 1927, and in May, 1927, again sailed for Australia. On arrival she was libelled for \$10,000 and brought only \$250 over this at auction. Her Australian owners sent her with coal from Newcastle to Callao and then back to Puget Sound, where she arrived

(Continued on Page 8)

SEEBEES CALL FOR HAIRY-CHESTED MEN



For the "Seabees," mentioned in the above cut, the Navy wants men who like real action and have "hair on their chests," men skilled as pile-drivers, divers, diver tenders, pipe-fitters, shovel operators, gas and diesel; wharf-builders, painters, powdermen, sheet metal workers, steel workers, and other construction workers.

Pacific Coast-Built Sailors of World War I.

1916-1920

(Continued from Page 2)
in November, 1928. In the spring of 1929 she was libelled by a shipyard at Vancouver which had not been paid for repairs, and the Forest Friend was laid up there until 1938, when she was bought by the Island Tug & Barge Co. and converted to a hog-fuel barge.

As already stated, the Grays Harbor Motorship Corporation had contemplated building a fourth barkentine; but instead they bought an unfinished wooden steamer hull from the Grant-Smith-Porter Co., which had been under construction at Aberdeen for the Emergency Fleet Corpora-

tion and was suspended at the Armistice. This they completed as a steam schooner of 1750-M lumber capacity and 2246 gross tons. The name Forest Nymph had been selected for the fourth barkentine; but on sober second thought the steamer was christened Forest King. When the three Forest barkentines were engaged in the coasting trade, one of them was generally towed by the Forest King. The steamer was later renamed the Alice Tebb, and foundered off the coast of Georgia September 28, 1940.

Continued next week)
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ARGENTINA USING CORN BRIQUETTES

Corn briquettes for domestic and industrial fuel uses are being manufactured by the State Oil Company of Argentina to compensate for decreased coal imports, according to the Department of Com-

merce. About 1,000,000 tons of coal were imported during 1941, compared with 3,000,000 tons during 1939. A large quantity of Argentina's corn surplus will be used to manufacture alcohol for use as motor fuel.

The Marine Digest is exclusively a maritime publication.

Pacific Coast-Built Sailers of World War I.

1916-1920

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from last week)

McEachern Yard, Astoria

J. A. McEachern of Seattle established a shipyard on Young's Bay, Astoria, in February, 1916. A. O. Anderson & Co., the Norwegian shipbrokers of New York, placed an order for a series of wooden auxiliary four-masted schooners for Norwegian interests, also acquiring a part interest in the shipyard. G. M. Standifer and others of Astoria also became stockholders in the firm, which was reincorporated as the McEachern-Standifer-Clarkson Co., but late in 1916 they sold out in order to devote all their attention to the Standifer-Clarkson wooden shipyard at Portland, and the G. M. Standifer Construction Company's steel shipyard at Vancouver, Wash. A. O. Anderson & Co. now had the controlling interest in the Astoria yard, which was thereafter known as the McEachern Ship Co. McEachern retired from management of the yard early in 1917 after laying the 7th keel, and in the middle of 1917, after restrictions had been placed on ship construction in this country for neutrals, the yard together with two hulls on the stocks was taken over by M. H. Houser, the grain shipper of Portland.

The first vessels turned out by McEachern were bald-headed four-masted schooners of 1650 M feet lumber capacity and 2200 tons deadweight, 229x44x19 feet, with two 240 H.P. Skandia-Pacific engines.

Astoria, 1611 tons, was launched October 28, 1916, and was registered at Portland under the management of Anderson & Co. She was held up several months after completion owing to non-arrival of her anchor chains from the East Coast, showing that they had bottlenecks in those days also. The Astoria finally was able to sail on her maiden voyage with lumber to Australia. In September, 1918, while bound from Manila to San Francisco, she had to put into Hongkong with engine trouble. The schooner later went out to the East Coast, and was bought in 1922 by F. S. Pendleton, New York. In 1926 she was sold to owners in Calais, Maine, and in 1932 to Canadian owners.

Margaret, 1613 tons, was launched March 3, 1917, and was also operated by Anderson & Co., under the command of Capt. N. M. Nielsen. On June 19, 1917, she left

Portland for China, and the next day got ashore opposite Astoria. Floated undamaged, she sailed again on the 23rd, and the next day caught fire 100 miles at sea and had to be towed back to Astoria by the steamer Atlas, suffering \$20,000 in damages. Her next mishap occurred in December, 1918, when she returned to Sydney with loss of sails and engine trouble, shortly after sailing for San Francisco with 1592 tons of wheat; but she eventually completed the voyage. In June, 1920, she was sold to Chinese owners in Canton, and was later owned in Germany, first in Bremen and later Hamburg, carrying in turn the names of Margarete and Dora. She was still afloat in 1930.

Astri I., 1785 tons, was launched April 30, 1917. She had been sold on the stocks by Anderson to owners in Oslo, Norway, for \$315,000. She was later renamed Fjellind, and in 1921 was the Swedish Gloria. She was owned in London under this name in 1925.

Madrugada, 1613 tons, was launched July 1, 1917. She had been sold on the ways to Gravenhorst & Co., of Brazil, who registered her in New York. The schooner was sunk by gunfire from a German submarine on August 15, 1918, in 37°50'N, 74°55'W, the crew of 22 taking to the boats safely.

May, 1745 tons, was launched on August 9, 1917. A sister to the Astri I, she registered 1745 gross tons on dimensions 245.6x44.5x19.7 feet, with a lumber capacity of two million board feet. She was known before launching as the Pelican, but was sold new to the Dollar Line for \$300,000 and renamed May. A few months later she was resold to New York owners, who restored the name Pelican. The schooner made her trial trip on November 10 and loaded for Sydney at \$42.50 per M. In December, 1918, she arrived at San Francisco with 1868 tons of wheat from Sydney, returning to Hobart, Tasmania. In November, 1919, she was transferred to Norwegian registry and was renamed Sigen.

Pauline, 1750 tons, was launched October 20, 1917. She also was sold on the stocks by Anderson & Co. to Norwegian owners who registered her in New York. She went under the Norwegian flag in March, 1920, and was renamed first Odine and later Astrella. In 1925 she was again the Norwegian Odine and in 1932 was owned un-

der the same name in Finland, engaged in the firewood trade from the Baltic to London.

Carmen, 1610 tons, was launched in December, 1917. She had a pair of the Bolinder engines. The Carmen had been acquired by the Houser interests along with the yard, and was sold to Scandinavian owners, going under Swedish registry in September, 1919.

Evelyn, 1584 tons, was launched in January, 1918. She was owned in New York until July, 1919, when she went under Peruvian registry.

After completing these four-masted motor schooners, the McEachern Ship Co. built 11 wooden standard steamer hulls for the Emergency Fleet Corporation.

(Continued next week)

Padlocks On Topsail Sheets; Great Masters And Sailors

Herewith The Marine Digest presents the first installment of an article on the great days of the American sailing ships, written by Capt. F. H. Hardy of Seattle, retired head of the United States Coast and Geodetic Survey in this district. The article is introductory to the publication in this weekly of a diary kept in 1857 by Capt. Hardy's father, the late Capt. W. W. Hardy of Dover, New Hampshire, when he was a 19-year-old sailor before the mast on the ships Sierra Nevada and Adelaide. Later he commanded noted New England sailers. The son has kindly granted The Marine Digest the privilege of publishing the diary.

By CAPT. F. H. HARDY

Four groups contributed to the great success of the American Merchant Marine during the period of its supremacy: The owners; the shipbuilders; Lieut. M. F. Maury, U.S.N., and the naval personnel under his direction in the collection of data regarding the winds and currents and publishing the data as sailing directions; and the masters of the clippers who drove them as the vessels of no other nation were driven and whose ability as navigators and seamen was unexcelled. As an illustration of how these masters carried sail, the topsail sheets of the clippers on which my father served were of chain made fast to iron belaying pins, with a padlock on each sheet, so no member of the crew becoming frightened could cut them or let them go except with the permission of the mate on watch who carried the keys to the padlocks.

Capt. Arthur A. Clark in his book, "The Sailing Ship Era," names many of these outstanding masters, giving a brief history of several of them. In my father's letters and papers I have found very little reference to them, though he spoke very highly of Capt. Charles A. Randlett, Jr., and Capt. Alfred Doane of the Cleopatra, saying of Capt. Doane that he was a fine seaman and the most perfect gentlemen he had ever served under. As mate of the Cleopatra in 1869, my father went from New York to San Francisco (119 days) rounding Cape Horn without furling a Royal and reefing topsails only once on the passage. From San Francisco they went to Manila (70 days), thence to New York in 127 days. In the whole voyage around the world, they reefed the topsails only twice, until they were off Cape Hatteras, a most unusual voyage so far as weather was concerned.

In the copy of "The Sailing Ship

Era" presented to me by my father he had penciled a note after the book's account of what befell Capt. (Bully) Waterman after his arrival in San Francisco in the Challenge. Father, in his note, referred to the account as a "whitewash" account, and said that the many men he was shipmates with, who had served with Waterman in the Natches, Sea Witch and Challenge, were unanimously of the opinion that the owners were justified in not sustaining him in his acts, and the underwriters were justified in refusing to insure any ship commanded by Waterman. In the same note, he says: "Capt. Dumaresq who commanded several Clipper ships of that period, while having the reputation of being a strict disciplinarian, also had the reputation of being a seaman and a gentleman." Father told me that had any English firm accepted the wager of £20,000 (approximately \$100,000), for a race of an American vessel against a British vessel from Liverpool to China and return, as posted by the American Navigation Club, it was felt that Capt. Dumaresq would have been offered the command of the American vessel.

In passing through Hongkong in 1905, at my father's request, I called on a very prominent elderly English merchant. In parting this gentleman said: "Kindly tell your father that we miss the old-time American captain. No country was ever better represented in a foreign port than was the United States by the masters of its sailing ships in the periods just prior to and following the Civil War." Quite a fine compliment from an English gentleman.

(Continued next week)

If you treat a Jap kindly, he thinks you fear him, a sign of the barbarian.

Pacific Coast-Built Sailors of World War I.

1916-1920

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from last week)

Sommarstrom Yard

Sommarstrom Brothers of San Francisco established a yard at Columbia City, Oregon, in the middle of 1917. They secured contracts for four Hough type and three Ferris type wooden steamer hulls for the Emergency Fleet Corporation, six of which were completed and the seventh converted on the ways to a five-masted barkentine.

Kate G. Pederson, five-masted barkentine of 2,269 tons and dimensions 264.6 x 46.1 x 24 feet, was completed for the Shipping Board in 1920 and sold by them to Capt. L. A. Pederson of San Francisco. In August of that year she loaded at Astoria for Sydney, putting into Honolulu leaking, 24 days out. Arriving at Sydney in November, she next went to Newcastle, and from there to Iquique. At Iquique she loaded a part cargo of nitrate with which she arrived at San Francisco in August, 1921. Idle until May, 1923, she next sailed to Grays Harbor, where she loaded for Adelaide, Australia. The outward passage took 137 days, and she was then chartered to carry 3,600 tons of coal from Newcastle to Iquique. Nine days after sailing from Newcastle, in April, 1924, she had to put into Sydney to repair leaks. The cargo was discharged and the charter cancelled and with 750 tons for ballast the barkentine left Sydney for San Francisco in August under Capt. Wester. The passage to San Francisco was made in 49 days, 18 hours which is within a few days of the all-time record for the run. The vessel was then laid up in Richardson's Bay, and in 1931 was sold to the Alameda Airport and dismantled as part of a breakwater.

St. Helens Yard

The St. Helens Shipbuilding Co. was the shipbuilding subsidiary of the Charles R. McCormick Lumber Co., which is now part of the Pope & Talbot organization. In 1909 the McCormicks leased the old Bendixsen yard on Humboldt Bay, where J. H. Price built them a couple of steam schooners; and in 1912 they opened their own yard on Sauvies Island, in the Columbia River near St. Helens. After building some steam schooners, the yard was incorporated as a separate concern in the middle of 1916. By this time work was well under way on an auxiliary five-masted schooner, one of the first laid down on this Coast during World War I.

City of Portland, 1,791 tons, was a bald-headed five-masted schooner carrying two million feet of lumber, of which three-fifths was deckload. For convenience in stowing this cargo she had only a single deck, longitudinal strength being maintained by a steel Howe truss worked in between her keelson and deck; she was the largest single-decked wooden vessel built in the United States up to her time. She had a deadweight tonnage of 2,200, with dimensions 246 x 48.3 x 19.1 feet, and had twin screws with two 320-H.P. Bolinder oil engines. Designed by J. H. Price, who also supervised her construction, she was the prototype of a number of similar vessels built under his direction in Canada and elsewhere. The City of Portland was launched October 15, 1916, and was promptly chartered for four round trips with lumber to Australia and coal back, at a rate which returned her building cost. In December, 1917, she was commandeered by the Shipping Board and in the spring of 1918 was sold by McCormick to the Lafayette Shipping Corporation of New York, who were acting as agents for the French Government, at a price reported between \$450,000 and \$500,000. Just three years later she brought only \$10,000 when sold by the U.S. Marshal to Pendleton Bros. of New York. Her engines removed, she operated a few years more in the Atlantic, her registry being abandoned in 1931.

June, three-masted schooner of 484 tons, with dimensions 159 x 35.3 x 13.6 feet and 500-M foot lumber capacity, was the next vessel completed at St. Helens. She had been ordered at a contract price of \$60,000 by Capt. William Wrightson of Mobile, who sold her before her launching in 1916 to the Kirby Lumber Co. of New Orleans. The June had a Fairbanks-Morse engine of 200 H.P. On her maiden voyage under Capt. W. L. Alley she took lumber from the Columbia to Panama, and then proceeded to Mobile. The schooner was sold in 1919 to Newfoundland owners and dropped from registry a few years later.

Ruby, 557 tons, was a slightly larger edition of the June, having dimensions 170 x 34.5 x 12.5 feet. She was launched for Capt. Wrightson on October 9, 1916, and was out of registry within three years.

(Continued on Page 8)

Padlocks On Topsail Sheets; Great Masters And Sailors

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By CAPT. F. H. HARDY

During the "Clipper Ship Era," as stated by Capt. Arthur H. Clark in his excellent book of that title, vast sums were wagered on the relative speeds of different ships. The 15,000 to 16,000 miles from the East Coast to San Francisco around Cape Horn furnished a course over which many close sailing ship races were run. My father often said he had seen Bowling Green, New York City, filled with a crowd of cheering people as one of the clippers was getting under way.

The concluding paragraph describing the race of the Flying Fish, Capt. Edward Nickels (92 days) and the John Gilpin, Capt. Justine Doane (93 days) from New York to San Francisco in 1853, as written by Capt. Clark in the "Clipper Ship Era," is as follows:

"When we reflect that this match was sailed over a course of some 15,000 miles, and the difference of time was only 24 hours, one is impressed with the perfection to which models of the vessels had been brought, as well as the exactness of the data relating to the winds and currents that had been gathered and reduced to a system by Lieut. M. F. Maury, U.S.N., and with the skill of their captains who were guided by his charts and sailing directions. The average difference of sailing between these two ships was less than six seconds per mile over the entire distance. Few races over 30-mile courses have been sailed by yachts more evenly matched."

These passages by the two ships mentioned above were three and four days longer than the record sailing ship passage (89 days) over the same course, made twice by the Flying Cloud, once in 1851 and once in 1854, and by the Andrew Jackson in 1860.

Each owner, master and others interested in the sailing vessels had one ship which he was sure was the best. For this reason my father's opinion was of interest as he sailed in these ships as a seaman during the Clipper ship period and later was an officer in several and in command of one of them, the Game Cock, for four years.

My father felt that the Surprise (the ship on which the late Mrs. Roosevelt, mother of the President, returned from China) was the fin-

est ship of them all. He said undoubtedly one or two ships could beat the Surprise when running free, another one or two with a beam wind and still another one or two when beating to windward and among the latter he included the Game Cock. In his opinion, however, no one ship combined all the good sailing qualities of the Surprise. She was always ably commanded, first by Capt. Dumaresq, later by Capt. Charles A. Randlett and his son, Capt. Charles A. Randlett, Jr., which of course has to be considered as the smartest ship could not be the fastest unless ably handled.

In 1867 and 1868, as mate of the Surprise, in command of Capt. Charles A. Randlett, Jr., my father made a voyage from New York to Hongkong, thence to Amoy, beating around Formosa against a strong monsoon; thence to New York, in eight months and 12 days. The outward leg was against the monsoon in the China Sea and therefore in the eastern passages. The homeward-bound trip was made in 80 days (record 79 days) sailing from Amoy in February.

Writing to his brother from New York under date of May 6, 1868, my father says: "You say you were surprised to hear of the ship's arrival and you are not the only one who has experienced the same feeling, judging by the expressions I hear a thousand times a day. Am getting tired of being congratulated on the ship's passage and appearance. Everyone who has seen the ship, and they are thousands, say she is looking like a yacht. The owners are profuse in their compliments, have even brought their entire families on board to see the ship, which is something very unusual. They say she is the best looking ship that has come into New York in 10 years. I flatter myself that she is looking well. At any rate there has been work enough done on her the last eight months. Jack has not had much time to keep his hands in his trousers this voyage, you may be sure. I have just put all my seamanship out on the ship and think I have earned my money. Shall probably go in the ship again if nothing turns up better."

(Continued on Page 7)

Pacific Coast-Built Sailers of World War I.

1916-1920

(Continued from Page 2)

S. I. Allard, 1,915 tons, was the second of the City of Portland type launched by the St. Helens yard, going down the ways on January 16, 1917. Unlike the others she had only four masts, the exhaust pipes of her two 320-H.P. Bolinder engines coming up where the spanker mast would have been. She also had steam deck machinery. Her maiden voyage took her from Portland and Honolulu to Sydney and Tonga, returning via Honolulu to Portland. In December, 1917, she was commandeered by the Shipping Board; in May, 1918, was bought for \$450,000 or \$500,000 by the Lafayette Shipping Co., New York; and on September 21, 1918, was wrecked at Corona de San Carlos, Cuba, the crew of 21 being rescued.

City of St. Helens, 2,135 tons, was an enlarged City of Portland, with dimensions 262.8 x 48.3 x 22.3 feet, and was a five-masted auxiliary schooner. She was launched June 3, 1917, for the McCormick Lumber Co., and loaded for Australia under Capt. Johnson. The return trip was from the Solomon Islands to San Francisco with copra, on a lump-sum charter for \$100,000. In May, 1918, she was sold to the Lafayette Shipping Co., New York, at the same price as the S. I. Allard and City of Portland. The City of St. Helens was burned on March 23, 1920, in 32° 30' N., 77° 40' W., the crew of 22 being taken off safely.

During 1918 the St. Helens yard worked on four Ferris-type steamers for the Emergency Fleet Corporation and two five-masted schooners for private owners.

Thistle, five-masted schooner of 1,587 tons and 1600-M feet lumber capacity on dimensions 240 x 44 x 20.8 feet, was launched in February, 1918, for Balfour Guthrie's Fire Shipping Co., San Francisco.

Her first voyages were between San Francisco and Sydney under Capt. Harold Dorless. In January, 1920, she left Iquique for Honolulu, proceeding from there to Astoria where she loaded for Melbourne, and then took coal from Newcastle to Antofagasta. Returning to Portland the Thistle made a voyage to Brisbane, and returned from Newcastle to Astoria, where she arrived in January, 1922. In March she was bought from Balfour, Guthrie by the Charles Nelson Co. and for the next couple of years she was operated along the coast with lumber, mostly under tow. In the summer of 1924 she voyaged from Port Angeles to Honolulu and on return was laid up for two years. In August, 1926, she was towed to Guaymas and back with lumber and in July, 1927, sailed from Port Angeles under Capt. Charles Moller for Sydney with 1,674-M feet of lumber. Upon her return, in January, 1928, she was laid up at Puget Sound, and on July 30, 1935, was burned for scrap at Richmond Beach.

John W. Wells, five-masted schooner of 2,527 tons and a rated lumber capacity of three million feet on dimensions 249.6 x 48 x 27 feet, was completed at St. Helens in 1918 for the McCormick Lumber Co. She was the largest sailing vessel designed as such built in the United States, and probably in the world, during the period of World War I. Her first voyages were to Melbourne, but in October, 1919, she left San Francisco with 3,781 short tons of wheat for Ipswich, England, via the Canal. She arrived at Balboa in December, leaking, and a week after leaving Colon in January, 1920, returned to land Capt. Holmes, who had been seriously injured, and waited six weeks for his recovery. The schooner returned from Ipswich to Astoria, made one more voyage to

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Sydney, and was laid up at Astoria after arrival there from Newcastle in January, 1922. Her registry was abandoned in 1931.

(Continued next week)

Hail to the American marines who are kicking the pants off the Japs in the Solomons!

It is noted that flabby pacifists who kept this country unprepared are now beginning to talk about formulating the next peace setup. Brothers, your tails still hang down behind!

Hirohito calls himself the "son of heaven," but who ever saw a pot-bellied divinity?

Pacific Coast-Built Sailors of World War I.

1916-1920

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from last week)

COLUMBIA YARD, PORTLAND

Toward the end of 1916 the Columbia Engineering Works, in which the Mears Bros. of Portland were largely interested, acquired 1000 feet of frontage on the Willamette near Linnton, eight miles north of Portland, and established a shipyard. Their first construction was two auxiliary four-masted schooners for M. T. Snyder of New Orleans, who soon placed an order for three more. Snyder sold four of the five before launching to various Central American interests.

Guanacaste, 632 tons, was 156 x 36 x 14 feet, and was known on the stocks as the Warren P. Brown. She was sold before launching to the Costa Rica Mining & Manganeses Co., who renamed her Guanacaste; but through some slip-up the name was painted on her phonetically as "Juana Costa" at the launching on May 17, 1917. A four-topmast schooner with Craig auxiliary engines, she had a short sea career, though no record of her fate has yet been found.

Temptate, 700 tons, was also a four-masted schooner, with dimensions 176 x 36 x 14.4 feet. She was launched on June 16, 1917, and sailed around to Philadelphia under Capt. A. N. Borden to have her Craig diesels installed. The Temptate was registered in Wilmington, Delaware, and was wrecked on Hog Cay, Bahamas, October 3, 1923, the crew of eight being rescued.

Diria, 1491 tons, was a five-masted schooner of 231 x 38.6 x 22.8 feet, launched October 24, 1917. She was owned in New York and founded 9 miles off Caimanera, Cuba, October 15, 1919, the crew of 20 getting ashore safely.

Ethel, 718 tons, also a sister to the Temptate, was launched November 15, 1917, and was operated out of New Orleans by M. T. Snyder. She foundered off St. Augustine, Florida, October 23, 1918, the crew of 12 being saved.

Chiquimula, 700 tons, was launched December 8, 1917, and was a sister to the Temptate. She was owned at New York by the International Railways of Central America, who sold her in 1926 to Puerto Rican owners. With her engines removed, she was operated for many years in the Caribbean, but in February, 1939, was auctioned for \$275 at Mobile and probably broken up.

Elvira Stolt, 812 tons, 187.6 x 36 x 15.2 feet, was an auxiliary four-

masted schooner launched April 13, 1918. She was owned in Norway but had to be registered in New York by the Pacific Motor Schooner Corporation. She had Skandia-Pacific two-cycle engines. The schooner was transferred to Philippine owners in August, 1919, and is listed as owned in Manila until 1925.

Louise Bryn, 821 tons, was a sister to the Stolt, launched in June, 1918, for the same owners. Under Capt. A. Jacobsen she loaded 732-M feet of lumber at Portland for Buenos Aires on her maiden voyage. She went under Norwegian registry in January, 1920, under the name Pinthia.

Georgette, 867 tons, was a four-topmast schooner of 187.8 x 36.1 x 16.1 feet, without auxiliary engines, launched in July, 1918, for G. W. McNear, Inc., of San Francisco. In 1919 she traded between San Francisco and New Zealand, and in 1920 went out to Alexandria, Egypt, from Seattle. She returned to Mobile and was then sold to East Coast owners who operated her in the Atlantic until 1932. In 1933 she was sold to Philips S. Lord of the radio, who installed a diesel engine and renamed her the Seth Parker. Early in 1934 she left New York for Philadelphia on a cruise along the East Coast, her owner tying up every week for a radio broadcast, and then went through the Canal into the Pacific on the first leg of a round-the-world cruise. Here she met with a storm that resulted in her twice sending distress signals, which were answered by a British cruiser carrying a Royal Duke. For reasons never satisfactorily explained, the assistance was refused the first time; but the schooner was eventually towed disabled to Samoa. In September, 1935, she arrived at Honolulu, and was later dismantled in Kaneohe Bay.

The Gardner Williams, 901 tons, was a larger edition of the Georgette, having dimensions 194 x 36.2 x 16.9 feet, and was launched in August, 1918. She was owned by a single-ship corporation of San Francisco and left that port under Capt. W. Elliot in January, 1919, with lumber for Cape Town. She arrived there in June after a 156-day passage, and in November was sold to owners in London. She was later owned in the island of Mauritius, being still listed there in 1930. **Mildred**, auxiliary four-masted

EDITORIAL COMMENT

Slackers In the War Plants

THE Associated Press, in a dispatch from Washington, D. C., last week, quoted a "high-placed government official" as stating he had received an informal report showing that 35,000 workers could be taken out of West Coast airplane and ship-building plants "without affecting the volume and quantity of work." If the report is true, it means we have an intolerable and rotten situation on our hands. There should be a thorough investigation. Some of our large new shipyards are making quite a record in launchings of war vessels, but launchings mean nothing. What counts is deliveries of completed vessels ready for operation in war work. America has immediate use for those ships.

Thirty-five thousand men! That number would provide full crews for 30 battleships or nearly 50 cruisers, and our Navy is now in dire need of men. The Army also must have more men. Thirty-five thousand men would mean 35 more regiments, at least two full divisions.

Airplane factories and large shipyards also have drained men from other industries essential to the Republic's war effort. In the Post-Intelligencer Thursday morning, Fred Niendorff, the financial editor, discloses that our Northwest lumber industry is now short 15,000 men. The industry's output has dropped 28 per cent in the last six weeks solely because of the loss of manpower. Both Army and Navy are desperately in need of lumber. On top of all this, there is a shortage of workers in the agricultural districts that affects our food supply. And, incidentally, Mr. Niendorff in his financial page is running a series of articles on this labor problem that should be read by every citizen.

There is every indication that any number of men of military age are seeking refuge in the large plants as a means of staying out of uniform. What a miserable contrast they are to that large number of young and loyal Americans you see assembled at the south side of the Federal Office Building in Seattle almost every morning, all headed for Navy training stations! Every man a volunteer! You study them and you realize that here is America at its best and finest—clean, upright, resolute young Americans, the quiet, self-reliant kind who march away with a calm smile! We have equality of citizenship in this Republic of ours, but even democracy is not able to create equality in character. The boys who get into uniform are superior; the slacker is inferior. **Let the Administration act!**

schooner of 829 tons, carrying 1300 tons deadweight, with dimensions 184.9 x 36.2 x 15.8 feet and Skandia-Pacific engines, was launched January 18, 1919, for Norwegian owners who registered her in New York. In 1923 she was sold to Argentine owners who renamed her the Arenzano and in 1930 she was still listed as the Cabo Guardian of Buenos Aires.

(Continued next week)

Hardy Diary

The Marine Digest next week will begin publication of the diary kept by the late Capt. W. W. Hardy of Dover, New Hampshire, when he was a 19-year-old sailor

before the mast in 1857. It will be published by permission of his son, Capt. F. H. Hardy, retired Seattle district head of the United States Coast and Geodetic Survey. The Dover mariner rose to be master of noted sailing ships, his commands including the clipper Game Cock. He was one of the fine New England masters who made the Stars and Stripes respected and esteemed in foreign ports. His 1857 diary as a sailor before the mast will rank as a contribution to the annals of this country's Clipper Ship era. In recent years there has been a decided revival of interest in the men and ships of the days of sail when the American flag was familiar to the most distant ports. Capt. Hardy was one of those men.

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1916-1920

By JOHN LYMAN

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(Continued from last week)

PENINSULA YARD

The Peninsula Shipbuilding Company was organized in the middle of 1916 by a group of Portland business men, of whom Capt. Theodore Knudsen was the leading spirit in management of the yard. Their original program called for five auxiliary four-masted schooners, to be operated by a subsidiary corporation; but only four were completed, and these were sold on the ways to Norwegian and other owners at favorable prices. Balheaders of dimensions 235 x 44 x 19 feet and 2600 tons deadweight capacity, they had four-cycle Winton engines of 600 H.P.

Esperanca, 1601 tons, was known on the stocks as the Alpha, but was sold to Norwegian owners before her launch on December 16, 1916. She was not completed until late in 1917, her trials being held on August 29; she was the first large vessel to have Winton engines. She was registered in Portland under the management of A. O. Anderson & Co. until March, 1920, when she was transferred to the Norwegian flag. Her subsequent fate has not been traced.

Erris, 1582 tons, was launched March 27, 1917. She had been known to her builders as the Beta; but was also sold to Norwegians. She likewise was a long time finishing, sailing on her maiden voyage from San Francisco to the Orient early in 1918. In March, 1920, she was transferred to Norwegian registry.

Pechiney, 1586 tons, was known as the Gamma until her launch on June 1, 1917. She was sold to French owners of Marseilles and went under the French flag as soon as completed. She was damaged by a fire in November, 1920, but made port safely, and was still listed in 1925 as the Glyndon of London.

Adrien Badin, 1622 tons, was launched July 21, 1917, having previously been known to her builders as L'Aiglon. She was sold when new to the same owners as the Pechiney. On her maiden voyage she took 1322 M feet of lumber from Portland to Shanghai. In September, 1923, she arrived at San Francisco with copra from the Marquesas, and was then sold to J. O. Davenport, renamed the Monterey, and put under Panamanian registry. In the next two

years she made a voyage to New Caledonia and one to Fiji, arriving at San Francisco from Suva in October, 1925. She was then laid up, first at Benicia and later at Oakland, where she was broken up about 1933.

The Peninsula Shipbuilding Co. next turned its attention to building wooden steamers for the Emergency Fleet Corporation. A 4000-ton deadweight hull was designed, known as the Peninsula type, and they built 10 of these for the Shipping Board. Two other hulls under construction at the Armistice were completed as six-masted schooners for Grant-Smith & Co., Portland.

Oregon Pine, 2526 tons, and 2225 M feet lumber capacity, with dimensions 267 x 49.6 x 25.2 feet, was completed in 1920. For her first voyage she was chartered for lumber to Melbourne at \$40 per M feet, returning with coal to Hawaii at \$9 per ton. She left Astoria in July, 1920, arriving at Sydney in September with steering-gear damage. Here the cargo was discharged, and she then proceeded to Newcastle to load for Hawaii. On return to Astoria, she loaded lumber for Osaka, and next went to Australia again, returning from Newcastle to Hawaii as before. One more round voyage to Melbourne followed, and she was laid up at Astoria from August, 1924, to February, 1926, when she loaded for Shanghai. On return from China, the schooner was sold in October, 1926, to Capt. E. R. Sterling and renamed the Dorothy H. Sterling. She made voyages under the new ownership from Astoria to Callao and Grays Harbor to Shanghai, and late in 1928 left Puget Sound for Adelaide. On arrival she was unable to pay harbor dues or the crew's wages, was libelled and sold, and early in 1930 was broken up at Adelaide.

Oregon Fir, 2526 tons, was identical in all respects with the Oregon Pine. She was chartered for the same maiden voyage, arriving at Melbourne in October, 1920, battered, with topmasts gone and damaged steering gear. She then made voyages from Astoria to Yokohama, two more to Australia, and was then laid up at Astoria from June, 1924, to November, 1925. Next followed two voyages to Shanghai with lumber. On January 18, 1927, she arrived at Astoria under Capt. F. G. Nelson 81

days out of Shanghai, reporting the loss of sails and gaffs in two storms. On January 4 she had drifted into Queen Charlotte Sound, on one occasion coming within 300 yards of the beach. At this time she also was taken over by Capt. E. R. Sterling, who renamed her the Helen B. Sterling. She then went around to Puget Sound and loaded for Curacao, the round voyage through the Canal taking just two weeks under a year. In August, 1928, she was sold to the Pacific Export Lumber Co., and made two more voyages to Australia. She ran short of food

while bound home from Adelaide to Astoria on the first round trip; on the second voyage she arrived at Sydney March 27, 1930, 79 days from Portland under Capt. Henry Oosterhuis. As in the case of the Dorothy H. Sterling she ran into debt; Capt. Oosterhuis stayed by the schooner for two years, and eventually had to return to the United States practically destitute, although he recovered some pay in court. The schooner was afloat at the opening of the Sydney Harbor Bridge in 1932, but was probably broken up shortly afterwards.

(Continued next week)

The Diary of Capt. W. W. Hardy As Boy Before Mast

Capt. W. W. Hardy, shipowner and shipmaster of Dover, New Hampshire, went to sea as a 16-year old boy in 1854. As a 19-year old sailor man before the mast in 1857, he voyaged from Boston to San Francisco, via the Horn, on the squarerigger Sierra Nevada. In San Francisco he left that vessel and shipped on the squarerigger Adelaide, bound for New York via the Horn. While on the Sierra Nevada and Adelaide, he kept a diary which The Marine Digest has been allowed to publish by his son, Capt. F. H. Hardy, of Seattle, retired head of the U. S. Coast and Geodetic Survey in this district.

PART ONE

Tuesday, June 16, 1857—Entered on board Ship Sierra Nevada at 4:00 p.m., and sailed the same afternoon for San Francisco. A crew of 32 before the mast. The steamer left about 6 o'clock p.m. Anchors were got on the bow and watches were chosen. I found myself in the starboard watch.

Tuesday, June 23—One week out this day. Everything goes on smoothly. The officers I like very much. So far the crew appear to be very quiet and orderly; more so than any crew I have been shipmates with. The last week we have had squally weather and foggy. The wind from the S. E. most of the time. Watch and watch last two days. Fine southwesterly wind and fair weather. Crossed the Gulf yesterday.

Friday, June 26—All hands today and has been for the last three days. Signalized a fore and aft schooner steering N.W. by W., bound to the States. Fine day and good breeze from S.W.

Sunday, June 28—A fine day. The crew all reading. Got plenty of books aboard. The Mate adjusted my quadrant today; not in time, however, for an altitude. He says he will have me work chronometer time before we get up with Cape Horn. The Sierra Nevada is all that I hoped and more than I expected in point of comfort and living. There are three Portsmouth boys aboard; one an old acquaintance named Lester. A fine S.W. wind. The last week all hands on deck in the afternoon all the time. Employed in getting chafing gear up and studdingsail booms aloft. Latitude 31.41 N., longitude 41.45 as per Mate.

Tuesday, June 30—Signalized

two ships today; one bound to Marseilles, and one to the States. It is just two weeks ago today at the time I am writing this that we cast off from Lewis Wharf (Boston) George Gilman, Charles Moody and Ned Thomas came aboard to see me off, also George William Folsom.

Wednesday, July 1—Got the sun this noon. Latitude 25.38. Took the N.E. Trades today blowing from E.N.E. Splendid weather. Steering south by west.

Saturday, July 4—Independence Day at home. What shouting, hollering and fighting there! Black eyes and broken noses! I wonder what the boys are doing about this time? Drunk the most of them, I will bet my head! They will dine today on a more sumptuous dinner than myself. We have the Glorious Fourth to ourselves in this ship. I celebrated this morning by bathing myself in the head and reading the life of "B. P. Barnum." I also discharged a few rounds of a pistol; also the program of the ship celebration was the discharge of two nine-pounders at 8 o'clock and the hoisting of the American Ensign. This was repeated at noon and at sunset when the gridiron was hauled down. Extensive preparations were made by the Steward as caterer for the mess dinner at one-half past 12. The starboard watch sat down to a bill of fare of minced salt cod, and potatoes, embellished with apple duff; some different dinner this and the dinner at home, I will wager! In the evening the song entitled, "Red, White and Blue," was sung by full band and three cheers given for the same by the crew just as we

(Continued on Page 7)

Pacific Coast-Built Sailors of World War I.

1916-1920

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from last week)

FOUNDATION, PORTLAND

As previously mentioned, the Foundation Co. contracted with the French Government in 1917 to build 40 five-masted steam auxiliary schooners of dimensions 259.6 x 45.5 x 22.5 feet and 3000 tons deadweight cargo capacity. The order was split between two shipyards which the Foundation Co. erected in the winter of 1917-18, one at Tacoma and the other at Portland. Nearly all the Portland vessels were named for French heroes of World War I. Their engines were triple expansion, driving twin screws, and the orders were divided among J. W. Sullivan, New York, the Harrisburg Foundry & Machine Works, Pennsylvania; and the Robb Engine Works of Amherst, Nova Scotia. Like their Tacoma sisters, these vessels all proceeded with cargo to France as fast as completed, suffering more or less from engine and boiler trouble on the way, and were laid up only a few months after the Armistice.

Commandant Roisin, 2114 tons, was the first to be completed at Portland, going down the ways March 20, 1918.

Capitaine Remy, 2114 tons, was launched March 30. Her first voyage was from Willapa Harbor to Havana with 1180 M feet of lumber.

Capitaine Guynemer, 2114 tons, was launched April 9. She was at Rio from Norfolk in February, 1919, and was afloat without engines in 1925.

Lieutenant Delorme, 2142 tons, was launched April 18. Her maiden trip was with 1295 M feet of lumber from Portland to Callao.

Commandant Challes, 2118 tons, was launched April 30. In February, 1919, she arrived at Balboa from Iquique with damaged machinery. On the trip up she had experienced a series of calms and ran short of fuel, so that she had been obliged to burn her booms, gaffs and various other fittings to make steam.

Lieutenant Granier, 2038 tons, was launched May 11. She took 1207 M feet of redwood from Eureka to Mejillones and then loaded for Europe, proceeding via Balboa, Bermuda and the Azores. In December, 1922, she arrived at Belfast, Ireland, and got into debt. The schooner was seized and eventually broken up in 1924 in the

west of Scotland.

Capitaine De Beauchamp, 2142 tons, was launched May 27. She loaded for Peru, then proceeding from Paita to the Atlantic via Panama.

Lieutenant Pegoud, 2114 tons, was launched May 31. She took 1300 M-feet of lumber from Portland to the West Coast of South America on her first trip.

Adjudant Dorme, 2050 tons, was launched on June 18.

Commandant De Rose, 2142 tons, was launched July 9. She loaded directly for Nantes via San Francisco, the Canal, and St. Thomas, V. I.

General Baratier, 2114 tons, was launched July 24.

Colonel Driant, 2117 tons, was launched August 21. She left Eureka in November, 1918, with 1213 M-feet of redwood for Mejillones.

General Serret, 2117 tons, was launched September 8. Her first voyage was from Astoria to Nantes via Balboa, Galveston and Fayal. A couple of years later she was renamed G. Macredachis; then her original name was restored for a time; and in 1925 she was listed as the Gloria, of London.

Nancy, 2142 tons, was launched September 14. In 1924 she came under U. S. registry, owned first in New York and later Philadelphia. In 1927 she was driven ashore at Hull, Mass., in a storm; she lay on the beach in good condition until March, 1931, when she was gutted by fire, and what was left of her was then chopped up by unemployed for firewood.

Aviateur De Terlines, 2038 tons, was launched September 24. She left Eureka in December with 1300 M feet of lumber for Mejillones, making the voyage south via San Francisco and Balboa. She then loaded for New Orleans and from there went to Bordeaux.

Belfort, 2142 tons, was launched October 2d.

General Galliene, 2177 tons, was launched October 12. She arrived at San Francisco from Portland in January, 1919, with her machinery disabled, sailing three weeks later for New Orleans and Nantes. She was later renamed Vauquois.

General Manoury, 2117 tons, left Seattle for France in February, 1919.

Soissons, 2117 tons, sailed three days after the General Manoury.

Luneville, 2117 tons, was the last

of the 20 to sail from this Coast. She was launched at Portland October 30, 1918, and was delivered to her owners on December 22. On January 7, 1919, she left Portland for Seattle; on February 15 she left Seattle, and on the 20th, Port

Townsend. She arrived at San Francisco 9 days later with engine trouble. Repaired, she left San Francisco March 17, 1919, for Gulfport and Bordeaux.

(Continued next week)

The Diary of Capt. W. W. Hardy As Boy Before Mast

Capt. W. W. Hardy, shipowner and shipmaster of Dover, New Hampshire, went to sea as a 16-year old boy in 1854. As a 19-year old sailor man before the mast in 1857, he voyaged from Boston to San Francisco, via the Horn, on the square-rigger Sierra Nevada. In San Francisco he left that vessel and shipped on the square-rigger Adelaide, bound for New York via the Horn. While on the Sierra Nevada and Adelaide, he kept a diary which The Marine Digest has been allowed to publish by his son, Capt. F. H. Hardy, of Seattle, retired head of the U. S. Coast and Geodetic Survey in this district.

PART TWO

Monday, July 20—In company with an outward ship all day. Could not ascertain her name. Made two tacks this day with a fair breeze in the night and squally.

Tuesday, July 21—This morning sighted island "Ferdinand Noronha," bearing about S.W. by W., distance about 20 miles. This island is in latitude 3.53 South, 32.25 West. Thirty-seven days out today.

Thursday, July 23—Fine breeze from East. Latitude today 7.47. Saw the Magellan clouds quite distinctly last night. Passed three barks bound to the North this day. Showed the ship's name to one that passed just to leeward. Employed reefing new gear.

Friday, July 30—Fine weather for the last week. I have given up all hopes of making a passage short in this ship. Fates are against us. Head winds and calms are our fortune. We have had a little touch of Southeast Trades, but they have left us and the wind is Southwest, at present a dead muzzler. Forty-five days out today. Our latitude is about 24 degrees South. Bad progress to be sure! Have been setting up rigging for the last week in readiness for Cape Horn.

Saturday, July 31—Fine fresh breeze from the northward all day. Ship making fine progress through the water. Steering Southwest. Last night quite an adventure occurred that has made some talk for the men forward. It seems that someone entered the cook's pantry and stole four pies. This not being the first time that grub had been taken, the cook applied to the Mate for a stop to be put on such doings. The Mate immediately suspected the boys in the starboard watch. They were roused out, accordingly, at three bells this morning and accused. One denied the charge, but the second one, thinking to clear himself, turned State's evidence and exposed the plot, bringing the last night's proceedings upon the first one who then confessed the

whole, as well as some two or three excursions of a similar character in which the second was implicated to a greater degree than himself. The Mate applied the end of a rope to the pair of them, tied their hands behind them, mounted one on the head of the capstan and one on the long boat. They stood in that position until 8 bells. They were then muffled(?) with steel bracelets and made fast in their old position. After standing in that manner about an hour, they were let out and fed and set to work. The spoils of their theft were divided around among some of the starboard watch. I received my share, one-half a pie which, my word for it, was good! Or so it seemed to me. The steward killed a pig this p.m. I suppose the sailors will get a taste tomorrow. This is the first pig that has been killed since we left Boston.

Tuesday, August 3—Calm weather and squally at times. Cape pigeons have been with us for three or four days. The Captain and Mr. Assinger caught seven or eight today. Latitude is about 30 South. My quadrant is out of order and cannot be adjusted until I get to San Francisco.

Friday, August 6—This day squally River Platte weather. Clewed up the main topgallant sail, the first time since leaving Boston. Copious showers of rain. Very disagreeable weather.

Saturday morning, August 7—Starboard watch forenoon below. Wind from the westward and southward; under close reefed top-sails and foresail and fore topmast staysail. Last night was the first time we furlled the main topgallant sail since we left port. In the middle watch it split and the main-sail soon after it. This morning about 4 bells we split our upper mizzen topsail and fore topsail. The port watch are sending down the main topgallant sail now. It is blowing a good stiff breeze and a considerable sea on. The weather is quite warm and not any rain.

Pacific Coast-Built Sailers of World War I.

1916-1920

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from last week)

STANDIFER-CLARKSON

The Standifer-Clarkson Shipbuilding Company of Portland was organized by G. M. Standifer, Jesse Stearns and J. M. Robinson of Astoria, who had acquired 1500 feet of waterfront in North Portland in September, 1916. There they contracted to build an auxiliary four-masted schooner of 201x44x22 feet for Libby, McNeill & Libby, San Francisco, for an Alaskan salmon packer.

W. F. Burrows, 1560 tons, was named for the president of Libby, McNeill & Libby. She was laid down in September, 1916, and launched April 11, 1917. She had two 240 h.p. Skandia-Pacific diesels and a baldheaded rig. The W. F. Burrows made annual voyages to Alaska from Puget Sound for many years, and was finally burned for scrap on the Sound in 1934.

Later in 1917 the yard was taken over by the G. M. Standifer Construction Corporation, and a contract was secured with the Emergency Fleet Corporation for a number of wooden steamers. The G. M. Standifer Construction Corporation also established a steel shipyard at Vancouver, Wash., where 20 steel steamers were built. Five Ferris-type hulls were launched at the Portland yard by May, 1919, a sixth remaining unfinished on the stocks. The yard was taken over by the Monarch Shipbuilding Co. in 1920, and this remaining hull was completed for Balfour, Guthrie & Co., San Francisco, as a five-masted schooner.

Ecola, 2266 tons, with dimensions 266.6x46.2x23.9 feet, was launched May 19, 1920. The other wooden steamer hulls rigged out at this

time were made six-masted schooners or five-masted barkentines, and the Ecola as a five-masted schooner was too large for her rig; she was always difficult to handle, and her career was a series of misfortunes. On her maiden voyage she left Astoria for Sydney, and had to put into Noumea en route to repair leaks. She returned via Newcastle, Valparaiso, Taltal and Honolulu. In November, 1921, towing her from Puget Sound to Coos Bay, the tug Sea Eagle foundered with all hands. In February, 1922, leaving Coos Bay for Osaka, the Ecola got ashore on the mudflats, and the tug Fearless, in attempting to get her off, got the steel hawser wrapped around her propeller shaft. The tug Samson finally got the Ecola off and towed her to Astoria for repairs. The schooner finally succeeded in making two round voyages between Japan and the Columbia River, and in March, 1923, sailed from Astoria to Cape Town, returning nearly a year later. After a year of idleness, the Ecola left Astoria for Shanghai on January 25, 1926. Running into heavy weather and suffering severe damage, she was picked up five days later 80 miles south of the Columbia by the motor vessel Los Alamos, which tried to tow her to San Francisco. On February 2 she broke loose in a heavy blow off Point Cabrillo. The steam schooner Noyo then took her in tow, but the line parted shortly after dark and the disabled schooner drifted until 9:30 the next morning, when the Capt. A. F. Lucas got a line aboard, 130 miles north of San Francisco. Fifteen miles north of Point Reyes the line parted again,

but the tow finally reached San Francisco on February 5. Repaired, the Ecola left San Francisco April 1, putting into Kobe waterlogged July 14, and finally reach-

ing Shanghai on November 11. She was scrapped at Shanghai in January, 1927, by the Shanghai Building Co.

(Continued next week)

The Diary of Capt. W. W. Hardy As Boy Before Mast

Capt. W. W. Hardy, shipowner and shipmaster of Dover, New Hampshire, went to sea as a 16-year old boy in 1854. As a 19-year old sailor man before the mast in 1857, he voyaged from Boston to San Francisco, via the Horn, on the squarerigger Sierra Nevada. In San Francisco he left that vessel and shipped on the squarerigger Adelaide, bound for New York via the Horn. While on the Sierra Nevada and Adelaide, he kept a diary which The Marine Digest has been allowed to publish by his son, Capt. F. H. Hardy, of Seattle, retired head of the U. S. Coast and Geodetic Survey in this district.

PART THREE

Wednesday, August 11—Under close reefed topsails and fore topmast staysail. Reefed two down yesterday. Squalls of rain and hail. Find it quite cold standing at the wheel two hours.

Sunday, August 16—A fine day. Light winds from N.W., steering S. W. The Mate is laid up with a cold. Two months ago we left Boston. A long passage is ahead. Now the latitude is 43 South. We ought to have passed Cape Horn before this.

Tuesday, August 18—Head wind again. I believe there is no luck in the ship. Sixty-three days out today and not up with the Falkland Islands yet. Last night reefed topsails again; single reefed the topsails and mainsail. This morning made sail, ship heading south course S.W. The Mate on duty this forenoon. Our forenoon watch below. Weather is quite warm. Sun rises five minutes past seven, sets about quarter before five. Latitude this day 45.55 South. Sent down the fore and mizzen royal yards this p.m.

Saturday, August 22—Wind from the southward, under single reefed topsails and mainsail. Shortened sail this morning watch.

Monday, August 24—Made the northern point of Staten Land this morning about 7 o'clock. Wind from the West; steering S.S.E. It was my wheel this morning from

8 to 10. The mate sent another man in my place. This is the first time that I would not be let steer since I ever took a wheel, and that has been this last two years. The reason that he would not let me go to the wheel was that none of the ordinary seamen in the starboard watch would be let steer.

Tuesday, August 25—Seventy days out today. Staten Land bears a beam this morning, the southern point. It is certainly the most desolate place I have ever seen. The high land is covered with snow. Were becalmed all last night. This morning a light breeze from the westward. Weather is fine for the last two or three days as any we have had since leaving Boston. I think we will make a long passage. Seventy-three days to Staten Land; that looks like it, to be sure.

Thursday, August 27—Wind from the eastward with snow. Passed an English ship bound home. This is a good slant to get around the Cape.

Saturday, August 29—Fine breeze this morning from the northward. It hauled in the forenoon, close-reefed topsails, furling mainsail and fore staysail. The weather pretty cold. One feels it at the wheel.

Sunday morning, August 30—In the mid watch last night it fell calm. Then the wind came out (Continued on Page 7)

Preservo



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Los Angeles, Calif.

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On ship board, on the dock, there are a thousand uses for canvas and paulins, and Preservo offers the means of making all of this material absolutely waterproof and enables it to render one hundred per cent duty, both from the standpoint of protection and that of canvas life. Preservo treated canvas is unaffected by either fresh or salt water. Beating storms cannot force their way through it. It protects under all weather conditions. Ice will not cling to it. Tropical moisture and its rot and mildew will not affect it. As a money saver, as an economy measure, its use is imperative on all paulins, sails, nets and other canvas used on ship board or on shore.

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Pacific Coast-Built Sailers of World War I.

1916-1920

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from last week)

KRUSE & BANKS

The Kruse & Banks Shipbuilding Company of North Bend, Oregon, has carried a continuous shipbuilding tradition through from the pioneer days of 1850s up to the present time. Although Kruse & Banks were not established until 1902, they took over the shipyard organization of the Simpson interests, which had begun so long ago that it is not now known with certainty whether their first vessel, the brig Arago, was built in 1856, 1859 or 1860. Later on the Simpson yard turned out the four-masted schooner Novelty, the five-masted schooner Louis, and the full-rigged ship Western Shore, each of which was the first of her rig launched on the Pacific Coast.

Kruse & Banks built the three-masted schooner Hugh Hogan in 1904, as already described in The Marine Digest in the series "Pacific Coast-built Sailers, 1850-1905." During the next 10 years they turned out a number of wooden steam schooners for the lumber trade, and also pioneered with gas-engined vessels such as the Oakland, Washcalore, Oshkosh and Patsy. In 1916 they turned out two large steam schooners, the Port Angeles and the Stanwood, and in 1917 built five more. Kruse & Banks then contracted with the Emergency Fleet Corporation for 10 wooden steamer hulls, six of the Hough type and four of the Ferris type. Of these, seven were completed, two launched as finished hulls, one converted to a barge, and the tenth made a six-masted schooner.

Fort Laramie, six-masted schooner of 2240 tons and 2000 M feet lumber capacity, was a Ferris-type hull of dimensions 266.5 x 46 x 24.1 feet, launched March 15, 1919. After considerable delay, while the Shipping Board was settling its policy with respect to the wooden vessels, she was sold to James Jerome of San Francisco and rigged as a six-topmast schooner with a squaresail yard on the foremast. Under Capt. Dan Martin, she left San Francisco for Melbourne in December, 1920, and then visited Newcastle, Valparaiso, Kahului and Port Townsend, where she arrived in March, 1922. Here she was sold to the Charles Nelson Co., San Francisco, and operated for the next couple of years under Capt. Hans Hansen between Puget Sound and San Pedro, making the northward trips under tow.

Late in 1923 she made a voyage between Port Angeles and Honolulu, and was then laid up for two and a half years. In July, 1926, she took lumber from Port Angeles to Hilo, and after returning to Port Angeles was towed with lumber to San Francisco. Capt. Robert Elneff took her north in April, 1927, and loaded 1715 M-feet of lumber on Grays Harbor for Australia. The Fort Laramie returned in ballast from Sydney to Puget Sound and was again laid up. In 1935, the Nelson Co. having gone into bankruptcy, she was sold to Neider & Marcus of Seattle, and was burned for her metal at Richmond Beach on July 20.

After completing the Shipping Board contract, Kruse & Banks turned once more to building steam schooners for private owners, and during 1919 and 1920 also turned out two sailing schooners.

K. V. Kruse, five-masted schooner of 1728 tons and dimensions 242 x 46 x 19.6 feet, with lumber capacity of 1700 M-feet, was completed in 1920 for the management of J. O. Davenport, San Francisco. She was named for the senior partner of the firm that built her, a native of Denmark, who had come to the Pacific Coast in 1872. The schooner's first captain was Theodore Olson, late of the five-masted schooner Crescent. The K. V. Kruse arrived in Astoria late in February, 1920, and loaded lumber for Sydney. She next took coal from Newcastle to Iquique and nitrate to Honolulu, and then returned to Astoria. Next for a time she was operated between the Columbia River and San Pedro, and in December, 1922, again took lumber to Sydney. Then followed a voyage from Port Townsend to Shanghai, with return to Coos Bay for a two-year lay-up. In March, 1926, she took lumber from Astoria to Callao, returning in October, and a month later sailed for Port Adelaide, Australia. The schooner made two round voyages in this trade, following which she was laid up at Astoria after arrival there in April, 1928. In June, 1930, she was towed around to Puget Sound and laid up in Lake Union. Her ownership changed hands several times during this period and in March, 1939, she was sold to Gibson Bros., Vancouver, for conversion to a log-barge. She was lost late in January, 1941, in Hecate Straits, after breaking away from the tug La Pointe.

North Bend, four-masted schooner

er of 981 tons and dimensions 204 x 43 x 17.5 feet, was completed in 1921 by Kruse & Banks for their own ownership. She loaded at Coos Bay on her maiden trip for Callao, arriving out in June, 1921. Returning via San Francisco, she next went to Australia with lumber, then to Callao with coal from Newcastle, and from there out to the Solomon Islands to load for San Francisco, where she arrived in December, 1922, with 900 tons of copra. She left San Francisco for Portland the following January, but three weeks later put back with damaged steering gear, and eventually was towed northward. Her third voyage was from Astoria to Brisbane, and her fourth from Astoria to Melbourne. She next made two trips with lumber to Wanganui, T. H., and then made two trips to Callao, returning in ballast each time. In July, 1927, the North Bend loaded again on the Columbia River under Capt. Donald Murchison for Brisbane,

Australia, making the outward passage in 58 days. On the return trip she got ashore on Peacock Spit near Buoy No. 8 in heavy weather on January 5, 1928, 89 days out. The cutter Snomish and tug Arrow No. 3 went out to assist her, and although the tug got a line aboard it parted and the schooner went high and dry on the spit. There she lay until the next winter's gales cut away the sand around her, and she was refloated in good condition February 11, 1929. The Arrow Tug & Barge Co. of Astoria converted her to a barge. She was reported ashore inside Coos Bay jetty in October, 1940, but was later refloated.

Between 1921 and World War II, Kruse & Banks built a number of small wooden vessels, purse-seiners and other craft, and their "know-how" is now being applied toward the construction of a series of wooden minesweepers for the United States Navy.

(Continued next week)

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PART FOUR

Sunday, September 6—Wind from the south and westward. Under close-reefed topsails and have been for the last three days. A good deal of sea and think we are not going to get a fair wind again this passage. Eighty-four days out today and to the southward of the Cape yet. Yesterday morning bent another mainsail in place of the one we split last Tuesday.

Tuesday, September 8—Have got a fair wind today from the southward. Under close-reefed courses and lower top sails. Have not had the upper topsail set since a week yesterday. The weather is cold. Snow last night.

Thursday, September 10—Calm, variable winds this day. This afternoon a light breeze from the S.W. Latitude 56.20 South, 75.00 West.

Saturday, September 12—Fine breeze from the southward. Main royal fore topmast and lower stud-sails set. Steering N.W. by W.

Sunday, September 13—Stiff breeze all day. Shortened sail tonight to close-reefed topsails. Were three hours furling the foresail, mainsail and upper fore and main topsail.

Wednesday, September 16—Three months out today and are in latitude 43.11 South. Have had fine weather since last Sunday and fair wind. Calm this day. Dog watch sent up for mizzen royal yards.

The second Mate is laid up, the old man standing his watch.

Friday, September 18—Rainy weather. Wind from the southward and eastward. Scrubbing paint work inside all day. Very uncomfortable work. Have had a light breeze and rain at intervals for three or four days past. The second Mate on duty again tonight.

Sunday, September 20—Fine warm weather, light breeze from the southward. Fresh pork sea pie today for dinner. Latitude 35.40 today. Caught three albatross this afternoon. One measured nine feet from tip to tip.

Wednesday, September 23—Strong breeze this morning from the North. The port watch single-reefed the topsails this forenoon. At 12 o'clock wore ship and single-reefed the mainsail.

Thursday, September 24—Fine day. Wind from the westward. Latitude 29.30 South, longitude 93 West. About time for the South-east Trades.

Monday, September 28—All hands in the afternoon today, ratlin down, tarring and scraping outside.

Friday, October 2—Southeast Trades today. The first we have had, blowing from about E. by South. Steering N.W. by N. Crew employed reefing new lanyards to (Continued on Page 7)

Pacific Coast-Built Sailers of World War I.

1916-1920

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from last week)

ROLPH SHIPYARD

Early in 1917 James Rolph, for many years mayor of San Francisco, and his associates incorporated the Rolph Shipbuilding Co. They had established the Rolph Navigation & Coal Co. in 1914, just before the outbreak of World War I, and the new corporation was to build vessels for the parent concern to operate. They acquired the historic Bendixsen shipyard at Fairhaven, Humboldt Bay, and completely renovated it, renaming the town Rolph. Three 2500-ton deadweight wooden steamers and a series of skysail-yard barkentines of 1650-M feet lumber capacity were laid down, all to be operated by the Rolph Navigation & Coal Co.

Conqueror, 1395 tons, was launched February 22, 1918. She was a four-masted barkentine of dimensions 231.4 x 43.5 x 18.6 feet. The first voyage of the Conqueror was with lumber to South Africa at the rate of 310 shillings per thousand feet, commission free, prepaid. She made a couple of more voyages in this trade, arriving at Cape Town in December, 1919, 105 days from Genoa Bay, and returning via Sidney, Newcastle and Honolulu. Her next voyage was from Victoria to Durban, returning in ballast to San Francisco in 93 days. She was then laid up at San Francisco from April, 1921, to March, 1923. She next made a trip between Puget Sound and Callao, was laid up on the Sound for three more years, and in April, 1927, left Olympia for Algoa Bay with lumber. On return to Puget Sound in January, 1928, she was laid up once more. In 1931 the barkentine was sold to her master, Capt. James A. Hersey; in May, 1933, she was resold for conversion to a salvage barge; and in March, 1937, she was bought by Capt. James Griffiths, pioneer shipping man of Seattle, to be operated as a towbarge.

Hesperian, 1385 tons, second of the sister four-masted barkentines, was completed late in 1918. In December she sailed from San Francisco for New Zealand, making the passage to Wellington in 56 days. In November, 1919, she left the Columbia River with lumber for South Africa, and 9 days out put into San Francisco to have her deckload restowed. Here she was run into by the steamer Rizal, and had to be towed to the Rolph shipyard for repairs. She finally arrived at Durban in May, 1920, 95

days from San Francisco. She then proceeded to Port Elizabeth, Newcastle, Antofagasta, Tocopilla, and back to San Francisco, where she arrived in ballast in April, 1921. In December the Hesperian was towed to Puget Sound, from where she took 105 days to Durban. She next crossed again to Newcastle, loaded 2143 tons of coal, and arrived at San Francisco in December, 1922, 95 days out. In August, 1923, she towed again to Puget Sound and loaded at Vancouver for Auckland, N. Z. On her last voyage she arrived at San Francisco from Wellington, N. Z., in March, 1924, and was laid up at Antioch, where she was broken up in 1937.

Annie M. Rolph, 1393 tons, was named for Mrs. James Rolph. She was towed to San Francisco to be rigged in January, 1919, and sailed in March in tow for Port Arthur, Texas. Here she loaded case-oil for South Africa and then went up to England with grain, returning to Puget Sound via the Panama Canal. Her second voyage was from Astoria to Port Pirie, Australia, returning to San Francisco via Newcastle and Antofagasta in October, 1921. In May, 1922, she was towed to Eureka, returning, also in tow, in March, 1923. She then took coal from San Francisco to Grays Harbor and loaded lumber for Sydney. On December 20, 1924, she arrived at San Francisco with 2222 tons of coal, 69 days from Newcastle, and was then laid up at Antioch. Early in 1937 she was sold to Southern California owners who converted her to a fishing barge, in which capacity she is still serving off Long Beach.

Rolph, 1386 tons, was the fourth four-masted barkentine completed at the Rolph shipyard. She was towed to San Francisco in June, 1919, to receive her rigging, and two months later left with grain for Liverpool. The return passage was to Vancouver, through the Canal. From Vancouver she voyaged to Melbourne, Newcastle, Mejillones, Caleta Buena, and Honolulu, returning to San Francisco in September, 1921. She was then laid up at Antioch, where she was broken up about 1937.

George U. Hind, 1389 tons, was launched late in 1919 and arrived at San Francisco in November for rigging. In January she was towed to Astoria, loaded 1523-M feet of lumber, was towed back to San Francisco for orders and coal, and

(Continued on Page 8)

The Diary of Capt. W. W. Hardy As Boy Before Mast

Capt. W. W. Hardy, shipowner and shipmaster of Dover, New Hampshire, went to sea as a 16-year old boy in 1854. As a 19-year old sailor man before the mast in 1857, he voyaged from Boston to San Francisco, via the Horn, on the squarerigger Sierra Nevada. In San Francisco he left that vessel and shipped on the squarerigger Adelaide, bound for New York via the Horn. While on the Sierra Nevada and Adelaide, he kept a diary which The Marine Digest has been allowed to publish by his son, Capt. F. H. Hardy, of Seattle, retired head of the U. S. Coast and Geodetic Survey in this district.

PART FIVE

Sunday, October 18—Fine day, good breeze, ship heading N.W. Latitude about 18. Work all done. Think we will get watch and watch tomorrow. Saw plenty of bonitas around this A.M. Did not catch any, however.

Tuesday, October 20—Fine N.E. Trades still continue to blow; heading about N.W. Watch and watch commenced yesterday. All the work done but a little painting and scraping. Latitude 23.09, longitude 127.30.

Sunday, October 25—Dead calm this day. N.E. Trades are ended. Will be in San Francisco next Sunday, I think. Scraping some the past week. Latitude today 30.58.

Monday, October 26—Light breeze sprung up this morning from the southard. Set studding sails, steering North. All hands this P.M. getting up chains and royal studding booms aloft.

Wednesday, October 28—Calm weather all this week so far. All hands scraping bending chains. A poor prospect of getting in this week.

Saturday, October 31—Light weather and has been all this week. No steady breeze. About 400 miles from San Francisco; 137 days out. Just the time I gave her. No prospect of getting in at present. Tacked ship three times last night, and light breezes this morning from E. and N.E.

Sunday, November 1—Fine day. A breeze sprung up last night in the midwatch. Set studding sails; wind about South. Steering N.E. by E. ½ E. Latitude today 33.18.

Monday, November 2—Fine westerly winds. Studding sails both sides. Saw a ship this P.M. on the port quarter, steering the same way with us. Latitude 35.49, longitude 72.40. Think we will be in (San Francisco) Wednesday; 139 days out today.

Tuesday, November 3—Same breeze as yesterday. Drawing near the land. Steering N.E. by E. Hove to at 12 o'clock this morning with main topsail to the mast.

Wednesday, November 4—Running all night last night. Longitudes by the Captain's chronometer are about 80 miles difference between his and the passengers.' Tonight at 6 o'clock sighted Faral-

lel's light; hauled our wind and stood off.

Thursday, November 5—This morning thick foggy weather. Squared away this morning at 8 o'clock and stood in for the land. About 1 o'clock saw the land and at the same time saw the steamer Golden Gate bound down the Coast, just too late for a letter home. Fired a gun and showed the ship's name to her. Arrived at San Francisco about 4 o'clock in the afternoon. Did not drop anchor but made fast to the wharf. All night trying to heave her in. She is sticking on the mud all the time.

Friday, November 6—All the crew left but nine of us, this morning. Think I shall stay in her if the Mate leaves her. The ship Anraser (?) arrived last night. In her Ben Reynolds, 4th mate of her.

Monday, November 9—Left the ship this morning. Could not stand the Mate's jaw. There is no probability of the Mate leaving. I go to the Sailor's Home to board. Three Portsmouth boys go also. I shall join the ship again if the Mate leaves her.

(Continued next week)

C. G. In Need Of Hundreds Of Recruits

With the assignment of new and larger enlistment quotas and the exhausting of long waiting lists that have been prevalent during recent months, the Coast Guard now needs hundreds of recruits, according to Lieut. Comdr. Ben C. Wilcox, Seattle district personnel procurement officer. Enlistees are assigned to an inactive duty status and the quotas are filled from their number, as needed. Only a short wait ranging from a week to a few weeks is involved between enlisting and being called to active duty, Mr. Wilcox said. Married men no longer need the consent of their spouses since enactment of legislation allowing financial payments to dependents.

The Marine Digest is devoted exclusively to maritime interests.

The list of sailing vessels build during World War I did not appear in the issues of Oct 3 + Oct 10.

Pacific Coast-Built Sailers of World War I.

1916-1920

(Continued from Page 2)
sailed for Durban early in March. From Durban she crossed to Newcastle, then to Iquique and San Francisco. In April, 1921, she was again towed to Astoria and loaded for Port Elizabeth and Durban, from where she proceeded to Newcastle and San Francisco, arriving at the latter port in June, 1922. In January, 1923, she was towed to Seattle to load for Sydney, returning from Newcastle to San Francisco, where she arrived on December 17, 1923, 97 days out, with 2000 tons of coal, and was then laid up. In November, 1928, she was sold by the Rolph Navigation & Coal Co. to C. E. Baen, and in 1933 was resold to become a fishing barge in Southern California.

James Rolph III was the name chosen for the sixth barkentine of this series, launched early in 1920, but the hull was towed to San Francisco and laid up at Antioch and never rigged or registered. She was broken up there in 1936 or 1937 with the other Rolph vessels.

Thomas Rolph was laid down as the seventh barkentine, but before she was very far along, the handwriting became visible on the wall, and the hull was converted on the ways to a steamer. She was eventually finished as the steam schooner Viking, owned by G. E. Billings & Co., San Francisco.

The Rolph yard also contracted with the Emergency Fleet Corporation for nine Ferris-type steamers, but four of these were cancelled at the Armistice. Of the others, one steamer hull was completed, one was converted to a barge on the stocks, and the three remaining were rigged according to Shipping Board plans as five-masted barkentines of 3700 tons deadweight and 1850-M feet lumber capacity. The Pacific Freighters Co., under the management of Comyn, Mackall & Co., San Francisco, bought them from the Ship-

ping Board, and they were rigged by the Haviside Company.

Phyllis Comyn, 2267 tons, had been known to the Shipping Board as the Cremona. She arrived at San Francisco to be rigged in January, 1920, and left in tow for Port Blakely in April. Her first voyage took her to Sydney, Newcastle, Mejillones and back to San Francisco. Her second voyage started in July, 1923; she was towed to Juneau, Alaska, where she loaded for Adelaide, then took coal from Newcastle to Iquique and nitrate from Caleta Buena to Honolulu, and returned to Seattle to lay up. She was sold in August, 1930, and broken up or converted to a barge.

Anne Comyn, 2265 tons, was chartered on her maiden voyage to take 56,200 cases of oil to Sydney at 85c a case and left San Francisco in May, 1920, making the voyage in 52 days. She then took coal from Newcastle to Iquique and returned to San Francisco. She spent part of 1921 coasting between Puget Sound and San Pedro, but in March, 1922, left Grays Harbor for Shanghai. Her next voyage was from Ketchikan to Australia, Newcastle to Antofagasta to Honolulu, and back to Puget Sound, arriving in October, 1923. In 1924 she again went to Australia, returning from Newcastle to Eten, Peru, and Puget Sound. In April, 1927, she was sold to Seattle owners, who chartered her for Melbourne with 1980 M-foot lumber at \$14.75. She arrived at Melbourne under Capt. Mellberg, later of the schooner Vigilant, in September, 1927, having had to jettison 100 M-feet of deckload. She next crossed to Callao from Newcastle and was sold to Peruvian owners in 1928, being renamed Republica Peruana. She got ashore at Callao December 4, 1935, and the hulk was burned six months or so later.

Russell Haviside, 2264 tons, was

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formerly named the Cresoline. She arrived at San Francisco in tow from Eureka in May, 1920, and after being rigged went up to Port Blakely to load for Cape Town. From Cape Town she voyaged to Newcastle and Tocopilla, returning to Puget Sound in September, 1921. In 1923 she made a voyage to

Australia, crossing to Callao from Newcastle. She arrived at Port Townsend from Malibrito, Peru, in September, 1924, and was then laid up. She was sold for scrapping in August, 1930.

(To be continued)

Buy War Bonds and hit Hitler.

Pacific Coast-Built Sailors of World War I.

1916-1920

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from last week)

HAMMOND COMPANY

The Hammond Lumber Co., later the Hammond & Little River Redwood Co., operated a large sawmill on the north spit of Humboldt Bay, across from Eureka, at a place called Samoa. From 1909 to 1916 they leased part of the Bendixsen shipyard, a couple of miles south, to build steam schooners for their own account; but when this yard was bought by the Rolph interests they established a new yard near the mill at Samoa. Here they contracted to build seven Ferris-type hulls for the Emergency Fleet Corporation of which two were launched as finished hulls, four completed with engines, and the seventh eventually bought by Comyn Mackall & Co., San Francisco, and completed as a five-masted barkentine of 1850-M feet lumber capacity.

Alicia Haviside, 2265 tons, was known to the Shipping Board as the Apama, but she was towed to San Francisco in October, 1919, and rigged by the Haviside Co. under her new name. Her first charter was for lumber from Puget Sound to South Africa at \$52.50 per thousand. From Durban she proceeded to Newcastle, then to Iquique in the excellent time of 41 days, and then via San Francisco to Puget Sound. Her next voyage was from Grays Harbor to Shanghai, her third from Puget Sound to Melbourne, and her fourth from Ketchikan to Melbourne. She was laid up at Astoria in January, 1924, after arriving from Newcastle, and was scrapped in 1931.

BENICIA CORPORATION

James Robertson took over the historic Turner shipyard at Benicia about 1914, building a couple of Bay ferry boats. In 1916 he received an order from Andrew Mahoney of San Francisco to build two auxiliary four-masted schooners for the lumber trade. They were to have been named the Rose Mahoney and the Andrew Mahoney, respectively, but late in 1916 were sold on the stocks to the Standard Oil Co. to carry case oil. The selling price was \$275,000 apiece, the seller to add a shelter deck.

La Merced, 1696 tons, was launched May 9, 1917, and as completed had dimensions 232x43.6x26.6 feet and Bolinders engines. Standard Oil sold her in a couple of years to James Jerome, San Francisco; about 1924 she was resold to A. M. Stephens; and in 1927

she was converted to a floating fish plant, working out of Puget Sound in Alaskan waters. She was operated in 1941 by the Alaska Southern Packing Co.

Oronite, 1704 tons, was completed in 1918 and was a sister to La Merced. She was sold by Standard Oil in 1919 to A. F. Thane, San Francisco; in 1923 to O'Connor, Harrison & Co. of the same port; and a year later went under French registry. In 1929 she was owned in Melbourne under the name Aneiura and was still listed in 1933.

Following the sale of the above pair, Mahoney contracted with the Benicia yard for a five-masted schooner of 261x48.3x22.4 feet with 1800-M feet lumber capacity. The yard was acquired by San Francisco interests about this time and incorporated as the Benicia Shipbuilding Co., and after completing Mahoney's schooner turned to the construction of wooden steamers for the Emergency Fleet Corporation.

Rose Mahoney, 2051 tons, was launched March 11, 1918. She was rigged as a five topmast schooner, with a square yard on the foremast. On her first voyage she went out to Australia, returning to San Francisco in March, 1919, with 3000 tons of wheat from Melbourne. In June she sailed for London with 59,125 bags of barley and a deckload of lumber. She next took coal from Newport, Wales, to Buenos Aires, returning to San Francisco through the Canal. From 1921 to 1924 she was operated along the Coast, and in 1925 was towed through the Canal to New York and back to San Francisco from Hampton Roads. In 1926, under Capt. Dan Martin, she was towed to Miami with lumber and was scrapped there a couple of years later.

Of the Shipping Board contracts, the Benicia Shipbuilding Co. finished one, the Kimta, launched the Cerrito, and converted the Koosawin on the stocks to a five-masted barkentine for the Charles Nelson Lumber Co., San Francisco.

Monitor, 2247 tons, was launched at Benicia September 24, 1919, and was completed at Oakland for the Nelson Co. She was renamed in honor of the first vessel owned by Capt. Nelson, a barkentine built at San Francisco in 1862. The new Monitor left San Francisco under Capt. A. S. Hanson in July, 1920. Two days out the deckload shifted and part had to be jettisoned; two

The Diary of Capt. W. W. Hardy As Boy Before Mast

Capt. W. W. Hardy, shipowner and shipmaster of Dover, New Hampshire, went to sea as a 16-year old boy in 1854. As a 19-year old sailor man before the mast in 1857, he voyaged from Boston to San Francisco, via the Horn, on the squarerigger Sierra Nevada. In San Francisco he left that vessel and shipped on the squarerigger Adelaide, bound for New York via the Horn. While on the Sierra Nevada and Adelaide, he kept a diary which The Marine Digest has been allowed to publish by his son, Capt. F. H. Hardy, of Seattle, retired head of the U. S. Coast and Geodetic Survey in this district.

PART SIX

(Note—Having left the ship Sierra Nevada in San Francisco November 9, 1857, because he was unable to stand the Mate's jaw, Hardy remained in that port until December 2, and then signed on aboard the ship Adelaide, as now told in his diary.)

Wednesday, December 2—Shipped in the ship Adelaide of New York for Elide Island and New York. Fifteen dollars per month and 25 advance.

Thursday, December 3—Joined the Adelaide at the Market Street wharf. Mr. Campbell is the Mate of her.

Monday, December 7—Hauled into the stream to get a crew.

Wednesday, December 9—This morning sailed with about half a crew, all that could be got in San Francisco. The ship has a very hard name. I like her very well so far.

weeks later the steering gear broke down and more of the deckload was dumped over the side in an effort to improve steering. She put into Melbourne 58 days out and the steering gear was repaired. A tow was arranged to Sydney; but as soon as the barkentine was under way, the steering gear broke down again. She eventually made Sydney; then loaded at Newcastle, and returned to Puget Sound. In July, 1921, she left Port Angeles for Papeete to pick up the coal cargo of the bark Harvard, which she took to San Antonio, Chile. The Monitor next visited Valparaiso and Iquique, returning to Puget Sound. A trip or two in tow along the Coast then followed, but in July, 1922, she went offshore again, this time to South Africa from Puget Sound. In 1923 she was operated along the Coast in tow once more, going as far south as Guaymas, and was then laid up in Puget Sound. In 1926 the barkentine made a trip from Port Angeles to Callao and back, under Capt. Swinding. The following year, under Capt. Brasting, she made a round trip between Everett and Newcastle, Australia. She was laid up in Puget Sound in December, 1927; in February, 1935, was sold to scrappers, and in September, 1936, was resold to become a floating sardine reduction plant on San Francisco Bay.

(Continued next week)

Thursday and Friday, December 10 and 11—Hove to under close-reefed topsails. Blowing a gale from the Southeast, and heavy sea running. Ship light in ballast. Laying down badly.

Thursday, December 17—Arrived at the Elide Island and anchored just at dark. Found the Sierra Nevada loading. It is the worst place that I ever saw. Like laying at sea with anchors down. Will lay here two months and a half, I expect.

Saturday, December 19—Went ashore for the first time to get a load of clams. Saw Alf Whitehouse, looking well. This is the worst-looking place that I have seen. No white settlements within 700 miles. About twenty white men working on this island.

Friday, December 25—Christmas Day. I turned to at half past six, heaving ballast. Worked until dark. Had duff for dinner.

Friday, January 1, 1858—No guano today. This afternoon blowing a gale from the North. Tried to pull the cutter ashore but could make no headway against the wind and heavy head sea with five stout oarsmen. Sewing bags for guano in the afternoon. Have about one hundred and fifty tons aboard.

Friday, March 12—An awful tragedy took place last night. Mr. Lewis, the second Mate, that was, came forward and struck a colored man by the name of Bill who drew a knife and stabbed him in two places, killing him almost instantly, he having only time to run to the cabin and fall on the floor exclaiming: "Capt. Wakeman, I am stabbed," and expired. Signals of mutiny were set for the other ships and in about five minutes a boat from every ship in the harbor was alongside. All mustered forward by the fore-castle door, called the man by name and ordered him out, telling the rest of the colored watch to stay below or they would be shot. He came out, was taken aft, double-ironed, lashed to a stanchion on the main deck to await a trial for murder tomorrow.

Saturday, March 13—This morning a postmortem examination was held on the body of Mr. Lewis. At 9 o'clock the prisoner was taken to the island and a court was convened; he was tried for his life and sentenced to be hanged the next

(Continued on Page 7)

Pacific Coast-Built Sailors of World War I.

1916-1920

By JOHN LYMAN

Maritime Research Society of San Diego

(Continued from last week)

HANLON YARD

At the beginning of World War I, D. J. Hanlon was operating a small shipyard on the Oakland Estuary, building tugs and other harbor vessels. In 1916 he incorporated as the Hanlon Drydock & Shipbuilding Co., greatly increasing the plant facilities. A couple of months later he received an order from Balfour, Guthrie & Co., San Francisco, for a wooden five-masted barkentine of 258 x 47.3 x 24 feet, to be equipped with auxiliary oil engines—the largest wooden hull yet undertaken on the Coast at that time. The vessel changed hands at least twice before launching, being sold to the Western Fuel Co. and resold by them for \$210,000 to Norwegian owners.

Flagstaff, 2101 tons, was finally completed in 1917 as a five-top-masted schooner with a single yard on the foremast, and without engines. She was renamed Falketind by her Norwegian owners, who were obliged to register her in San Francisco. On her first trip the schooner was chartered for \$210,000, lump sum, for a round voyage between San Francisco and Australia. In April, 1919, she arrived at San Francisco with 2975 tons of wheat from Sydney, and was then chartered to take barley to England through the Canal. Sailing in May, she was towed leaking into Boston in November, but eventually arrived at Ipswich in May, 1920, and a month later was transferred to Norwegian registry. In 1925 she traded between England and Canada, and in 1926 made a trip from Liverpool to Santos, Brazil, taking 79 days and going to 12 per cent on the reinsurance market. In 1928 she was sold to foreign owners and probably scrapped.

W. F. STONE YARD

Of all the yards that turned out sailing vessels during the period under review, the Stone shipyard had the longest history under continuous ownership. W. F. Stone was building yachts at San Francisco in the '80's, and later turned out the schooners W. H. Marston, Soquel, Salem, Sausalito, and Oakland, which have already been described in The Marine Digest under the heading of vessels built prior to 1905. Stone also built steam schooners and tugs and other harbor vessels during this period. From about 1908 to 1912 the yard was known as Stone & Van Bergen and built several South Sea trad-

ers, which, although they do not strictly belong to the World War I period, are nevertheless of historical importance, for they were among the earliest successful applications of internal combustion engines as auxiliary power of sailing vessels, and so paved the way for the larger auxiliaries of 1917 and later.

Neptun, 197 tons, was a two-masted schooner of 104 x 25 x 10.6 feet, built by Stone & Van Bergen in 1909 for the Jaluit Gesellschaft, the German company that administered what had been the Marshall Islands. She has a Hercules gas engine as auxiliary. The schooner was interned in a United States port in 1914 and in 1917 was seized and renamed Minnow. She was bought that year by Williams, Dimond & Co., and sold in 1918 to Atkins & Kroll, who renamed her Tagua. She was afloat under New Zealand ownership in 1930.

Atlas, 209 tons, was a sister to the Neptun, except for having an Atlas gas engine, and was built in 1911, also for the Jaluit Co. She was interned at San Francisco in 1914, seized in 1917 and sold to Williams, Dimond; and shortly resold to the Pacific Commercial Cable Co., Manila. She was owned in Cebu in 1930.

Moana, two-masted schooner of 200 tons and 114.1 x 28.8 x 9.1 feet, was built for J. G. Berude, San Francisco, for trading with Tahiti. She went under Tahitian registry in 1916 and was still owned there by Berude in 1930.

Golden State, three-masted bald-headed schooner of 353 tons, was built by Stone at Oakland in 1913 for the Union Fish Co., San Francisco, as a tender to their Shumagin Island codfish stations. She had a Union gas engine as auxiliary. She was operated by the Union Fish Co. until 1935, then being sold to motion picture interests of Los Angeles. After appearing in the screen version of Robert Louis Stevenson's "Ebb Tide" she was rebuilt as a sidewheel steamer of 1840 for the picture "Rulers of the Sea" and when last heard of was laid up at Long Beach.

Hermes, 209 tons, was an auxiliary two-masted schooner of 87 x 25 x 9 feet, built by Stone in 1914 for the Jaluit Co. She too was interned by the United States and seized in 1917, and was then operated for a time by the Navy as a patrol boat. She later went to Hawaiian owners who renamed her

Lanikai and traded among the Islands with her until 1935. That year she was chartered to search for the Australian aviator, Ulm, and the next year made a fishing trip to Alaska. She later appeared in the moving picture "Hurricane."

The Stone yard had moved to Oakland about 1912, and continued to specialize in smaller vessels. In 1916 however, they laid down two big steam schooners, as well as a series of South Sea trading schooners for Burns, Philp & Co., the Australian copra merchants.

Mauno, Motau and Murua, were all two-masted schooners of 253 tons and dimensions 110 x 27.7 x 10.6 feet, completed late in 1917. They had Union Gas engines. The Mauno and Motau were still owned by Burns, Philp in 1930.

Palawan, 834 tons, was a three-masted schooner of 181 x 39.4 x 12.9 feet, with a Union gas engine. She was launched in February, 1918. Atkins & Kroll, her owners, had originally planned to build her in Hong Kong of teak, and had Stone prepare the plans, but as it turned out she was built in Oakland. The schooner traded between San Francisco and Manila for a year or so, and then went out through the Canal to Savannah and on to Marseilles, where she arrived in April, 1920. In August she was sold to Finnish owners for the firewood trade out of the Baltic. She was re-engined at Novgorod, U.S.S.R., in 1926, and was destroyed by fire in July, 1932, off Hango, while bound from Viborg to Copenhagen.

Doris Crane, auxiliary three-masted schooner of 351 tons and dimensions 132 x 32 x 12 feet, was launched by Stone in November, 1920, for the Fanning Island Co., owners of Fanning and Washington Islands. She also had a Union gas engine. She left San Francisco in December, 1920, and made the voyage to Fanning in 24 days. Her later movements have not yet been traced.

BARNES & TIBBETTS

W. G. Tibbetts had operated a small shipyard at Alameda for a number of years before World War I. In 1914 T. S. Barnes left the Union Iron Works to go into partnership with him, and the firm was thereafter known as Barnes & Tibbetts. They worked mostly on small vessels for Bay navigation and the only seagoing vessel of any size they turned out was a 146 x 38 x 13.7 foot three-masted schooner for the Northern Fisheries Co. of Seattle.

Carolyn Frances, 570 tons, was launched February 11, 1918. She was designed to have a diesel auxiliary, but this was not installed until 1920, after she had been trading for two years as a sailing vessel. The schooner was chartered offshore while new, trading to New Zealand and the copra ports until late in 1919. She was next operated as a tender to the Shumagin

Island stations of the Union Fish Co., and in 1920 was sold to the Western Whaling & Trading Co., San Francisco, who installed a 6-cylinder McIntosh & Seymour auxiliary engine. In October, 1920, she set forth on her first whaling cruise to the Aleutian Islands, returning the following March with 1750 barrels of oil. In April, 1921, she sailed again, and landed 1850 barrels of whale oil in October. She was then laid up until 1923, and after operating for a time between Seattle and the Kuskokwim was bought in 1924 by H. Liebes & Co., San Francisco, who renamed her the Charles Brower in honor of their agent at Point Barrow. After a couple of years trading to Arctic Alaska she was transferred to Soviet registry to trade with the natives of Siberia and was renamed Choukolka.

CHANDLER YARD

The Ralph J. Chandler Shipbuilding Co. was established late in 1917 with its yard on the east side of Slip No. 1 in Los Angeles Harbor. Contracts were awarded to it by the Emergency Fleet Corporation for a total of six Ferris-type hulls, of which four were completed, one finished as a barge, and the sixth sold to Pacific Freighters of San Francisco and rigged as a five-masted barkentine.

Katherine Mackall, 2262 tons, was known to the Shipping Board as Nakoni, but was rigged at San Francisco under the name of a daughter of the junior partner of Comyn, Mackall & Co., who operated the Pacific Freighters. She arrived at San Francisco in tow from San Pedro in October, 1919, and left for Portland in May, 1920. Here she loaded lumber for Sydney, making the voyage out in 65 days, then took coal from Newcastle to Mollendo, and returned in ballast to San Francisco. Her second voyage was from Vancouver to Cape Town and Natal, Newcastle, and back to San Francisco. On her third voyage she took 134 days from Astoria to Sydney, called at Melbourne, loaded coal at Newcastle for Antofagasta, Chile, and returned to Puget Sound. She was laid up after November, 1924, and was sold for scrapping in August 1930.

(THE END)

ANOTHER LYMAN LIST NEXT YEAR

Another compilation by John Lyman, covering the wooden steam schooners built on the Pacific Coast, will be published in The Marine Digest beginning early in 1943. He is now completing work on it. Editorial comment will be found elsewhere in this issue.

Rationing of coffee is the inevitable sequence of bureau bungling in keeping the coffee ships on the Atlantic side.

